

4K96-2

PROJECT OPERATIONAL PLAN  
FOR THE 1995 BERING SEA TEST FISHERY PROGRAM:  
BRISTOL BAY RED KING CRAB TEST FISHERY PROJECT

by

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and  
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Regional Information Report<sup>1</sup> No. 4K96-2

Alaska Department of Fish and Game  
Commercial Fisheries Management and Development Division  
211 Mission Road  
Kodiak, Alaska 99615

January 1996

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ALASKA DEPARTMENT FISH AND GAME  
DIVISION OF COMMERCIAL FISHERIES

**PROJECT OPERATIONAL PLAN**

Title: Bristol Bay Red King Crab Test Fishery Project

Yellowbook Project No.: TF-960 (Appendix A)

Project Leader: Donn Tracy PCN:1857  
Biometrician: Douglas Pengilly PCN:1227

Date Submitted: July 1995

Region: Westward  
Fishery Unit: Bering Sea/Aleutian Islands Crab  
Fishery: Bristol Bay Red King Crab  
Fishery Management Plan: Fishery Management Plan for the Commercial King and Tanner Crab  
Fisheries in the Bering Sea/Aleutian Islands

File Name: BB95POP.DOC

**APPROVALS**

Level	Signature	Date
Project Leader:	_____	_____
Regional Biometrician:	_____	_____
Research Supervisor:	_____	_____
Regional Supervisor:	_____	_____
Headquarters' Receipt:	_____	_____
Headquarters' Approval:	_____	_____
Headquarters' Recommendation:	_____	_____
Further Review:	_____	_____
Approval:	_____	_____

## FOREWORD

This project, funded under the State of Alaska Bering Sea Crab Test Fishery Program, is in its sixth year and has previously focused on Bristol Bay red king crab tagging studies initiated in 1989. Operational plans for 1990, 1991, 1992, 1993, and 1994 are documented in Watson and Pengilly (1993b, 1992, 1993a, and 1994, and 1995 respectively).

The FY96 project has three major components: 1) a 31 day charter: a) to conduct a study of commercial Tanner crab fishing gear in order to assess catches of Tanner crabs and incidental bycatch of red king crabs, and b) to collect red king crabs for project cost recovery; 2) a 21 day charter to conduct a tagging survey using internal (PIT) and external (Floy) tags in legal male St. Matthew blue king crabs; 3) recovery of internally and externally tagged legal blue king crabs from the 1995 St. Matthew blue king crab fishery. The total budget for the Bering Sea Crab Test Fishery Program is \$454,700 (Appendix A).

For purposes of this operational plan, only the Bristol Bay charter and gear study will be described. Details on the cost recovery segment of the Bristol Bay red king crab charter are contained in Appendix B. A description of the 21 day tagging charter is provided in the Project Operational Plan for the 1995 St. Matthew Is. Blue King Crab Tagging Survey (Watson, Pengilly, and Byersdorfer, 1995). A list of reports and presentations generated from the project since its inception is given in Appendix C.

## INTRODUCTION

Commercial shellfish regulations adopted by the Alaska Board of Fisheries (BOF) in 1993 closed Bristol Bay waters east of 163 degrees longitude to commercial Tanner crab fishing following the conclusion of the Bristol Bay red king crab season (ADF&G Commercial Shellfish Regulations, 1993). In the event of a red king crab season closure, commercial Tanner crab fishing in these waters would be completely prohibited. Concurrent with this action, the BOF also restricted by regulation the tunnel eye height to three inches on pots fished for Tanner and snow crabs in all Bering Sea waters, with the intent of inhibiting bycatch of red king crabs during directed effort for each species.

## OBJECTIVES

The primary objective of the Bristol Bay Test Fish project consists of assessing the rates at which various sized red king crabs are incidentally captured in Tanner crab pots containing modified tunnel eye heights. Secondary objectives also include evaluating the rate at which male king crabs and legal Tanner crabs are observed in these pots.

A study of red king crab and Tanner crab catches using commercial Tanner crab pots with 3" and 5" tunnel eye heights will be conducted in the Bristol Bay waters east of 163 degrees longitude (Figure 1). The species composition, catch distribution, reproductive condition and general vitality of all crabs captured will be assessed. A comparison between the two separate pot tunnel heights will be made based on the catch abundance and size distribution of female red king crabs, male red king crabs and legal Tanner crabs.

## METHODS

The project will be conducted aboard the test fishery charter vessel, F/V Kristen Gail from August 1 to August 31, 1995, operating in the waters of Bristol Bay (Area T) east of 163 degrees longitude.

### *Cost Recovery*

The initial 7 to 10 days of the project will be directed towards harvesting marketable red king crab males for program cost recovery. Up to 120 king crab pots of standardized design will be deployed at various locations presumed to contain a maximum concentration of mature -sized red king crab males. An estimated 50,000 to 70,000 pounds of male crabs greater than 6 inches carapace width will be captured and sold to a processing facility to cover the cost of the project, including the vessel charter. If cost recovery goals are not obtained during the 10 day period the directed harvest of red king crabs will resume during the last several days of the cruise.

Offloading of the catch will be monitored by ADF&G to ensure accurate counting of crabs for fish ticket documentation and subsequent payment to the State of Alaska for the sale.

## ***Gear Study***

The remaining period of the charter will be utilized to complete the gear study objectives outlined previously. Waters fished during this phase of the cruise will include areas where an historically high abundance of adult and juvenile red king crabs, and legal sized Tanner crabs have been documented during other surveys and the commercial fishery.

### **Sample Design**

Pots fished during the study will alternately contain tunnel heights of 3 inches or 5 inches, and be arrayed in a grid-like pattern as shown in Figure 2. Deployed pots within each grid will be spaced 1/8 (.125) nm apart bilaterally. An example grid with assigned pot numbers is shown in Figure 2. Each pot will be identified by colored tags attached to the buoy line indicating the tunnel eye dimension. The target soak time for each pot will be 48 hrs, with an accepted range of 1.5 to 2.5 days in order to ensure comparability of data.

### **Catch Sampling**

Pot contents will be evaluated within gear study grids and cost recovery strings. Sampled crabs will be enumerated, measured and shell aged, and all males identified as legal or sub-legal, and all females assessed as adults or juveniles.

A comprehensive sample design, shipboard procedures, and data forms for the gear study segment of the charter are detailed in 1995 Shipboard Instructions (Appendix C).

## **DATA ANALYSIS**

The primary objective of applied data analysis is to establish a corollary relationship between the tunnel eye dimension (regulated by the tunnel height) of a commercial pot and the size distribution of captured adult and juvenile female red king crabs. Secondary objectives are to establish the existence of a similar relationship between the catch abundance of various size classes of male red king crabs



and legal Tanner crabs with pots containing variable tunnel heights. Results of the gear comparison will be evaluated mathematically and tested for statistical significance.

## SCHEDULES

7/94-7/95	Project planning (Watson, Tracy and Pengilly)
8/95	1995 Bristol Bay red king crab cost recovery and gear study charter (Tracy et al.)
9/95-6/96	Data entry, analysis, and reporting (Watson, Tracy and Pengilly)

## PERSONNEL

The 1995 Bristol Bay Test Fish Project supports 30 man-months of personnel time, including one full-time FB III (D. Tracy - 12 mm); one full-time FB II (L. Boyle - 5 mm); and several seasonal positions ( L. Watson FB I - 3.5 mm; S. Byersdorfer FB I - 6 mm; V. Golembeski FB I - 1 mm; K. Phillips FT III - 1 mm; D. Connelly FT III -1 mm; M. Schwenzfeier FT III - 1 mm). Short-term seasonal personnel are either onboard the survey vessels or are involved in post-survey field activities. Long-term seasonal and full-time personnel that are partially supported by the project also write reports and perform logistics related to the project. All personnel, including the project leader, provide assistance to shellfish management and the Mandatory Shellfish Observer Program. The field season in 1995 begins on August 1 with the St. Matthew blue king crab tagging and Bristol Bay red king crab gear study/cost recovery charters, and ends with the tag recovery effort in mid to late September following closure of the St. Matthew commercial fishery.

## SUPPORT OF OTHER REGIONAL PROJECTS

The Bering Sea Test Fishery Program also provides funding for the Westward Region, especially for computers, office fixtures and related supplies, in both the Kodiak and Dutch Harbor offices. Over the past several years, the test fishery project has supported studies involving genetic stock identification and visual image processing to determine the incidence of hybrid crabs (*C. bairdi* X *C. opilio*). The program supports the Dutch Harbor Observer Program Database Manager, who also periodically serves as a research biologist, with salary and supplies. Although the program does not

periodically serves as a research biologist, with salary and supplies. Although the program does not fund regional biometricians, it has supported those positions in purchases of computers, statistical software, books, and travel to Alaska Board of Fisheries meetings, as well as other professional forums related to Westward Region shellfish programs.

The test fishery charters have been used to accomplish a variety of shellfish management and research objectives over the past several years. Most notably, the charters have served as the platform for the Mandatory Shellfish Observer Program Practicum, including capture of crabs for observer candidate testing and use of the vessel and crew for shipboard interviews and catch sampling. The National Marine Fisheries Service conducted a pilot crab mortality study onboard the charter vessel in 1992, utilizing ADF&G personnel in the process. Also, in the previous three years of test fishery charters, ADF&G has collected crab samples for the Alaska Department of Environmental Conservation (ADEC) in order to analyze the occurrence of Paralytic Shellfish Poisoning and domoic acid. Additionally, the charters have facilitated collections of crab for Genetic Stock Inventory (GSI) studies.

## REPORTS

1. A summary of biological data collected during the 1995 Bristol Bay red king crab Test Fishery Project. Reg. Inf. Rep. Byersdorfer, Watson, and Tracy. June 1996 (final report)
2. A comparison of red king crab and Tanner crab catch size and abundance in commercial Tanner crab pots containing variable entry tunnel dimensions. (Reg. Inf. Rep. 4K96-XX) Pengilly, Tracy, Byersdorfer. January 1996 (final report)

## LITERATURE CITED

- ADF&G (Alaska Department of Fish and Game). 1993. Commercial shellfish regulations, 1993 edition. Division of Commercial Fisheries, Juneau.
- ADF&G (Alaska Department of Fish and Game). 1995. Project Operational Plan for the 1995 St. Matthew Is. blue king crab tagging survey. Commercial Fisheries Management and Development Division, Regional Information Report 4K95-48, Kodiak.
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- Watson, L.J., and D. Pengilly. *In press*. Project operational plan for the 1994 Bristol Bay red king crab test fishery project. Alaska Department of Fish and Game, Division of Commercial Fisheries, Regional Information Report 4K95-XX, Kodiak.

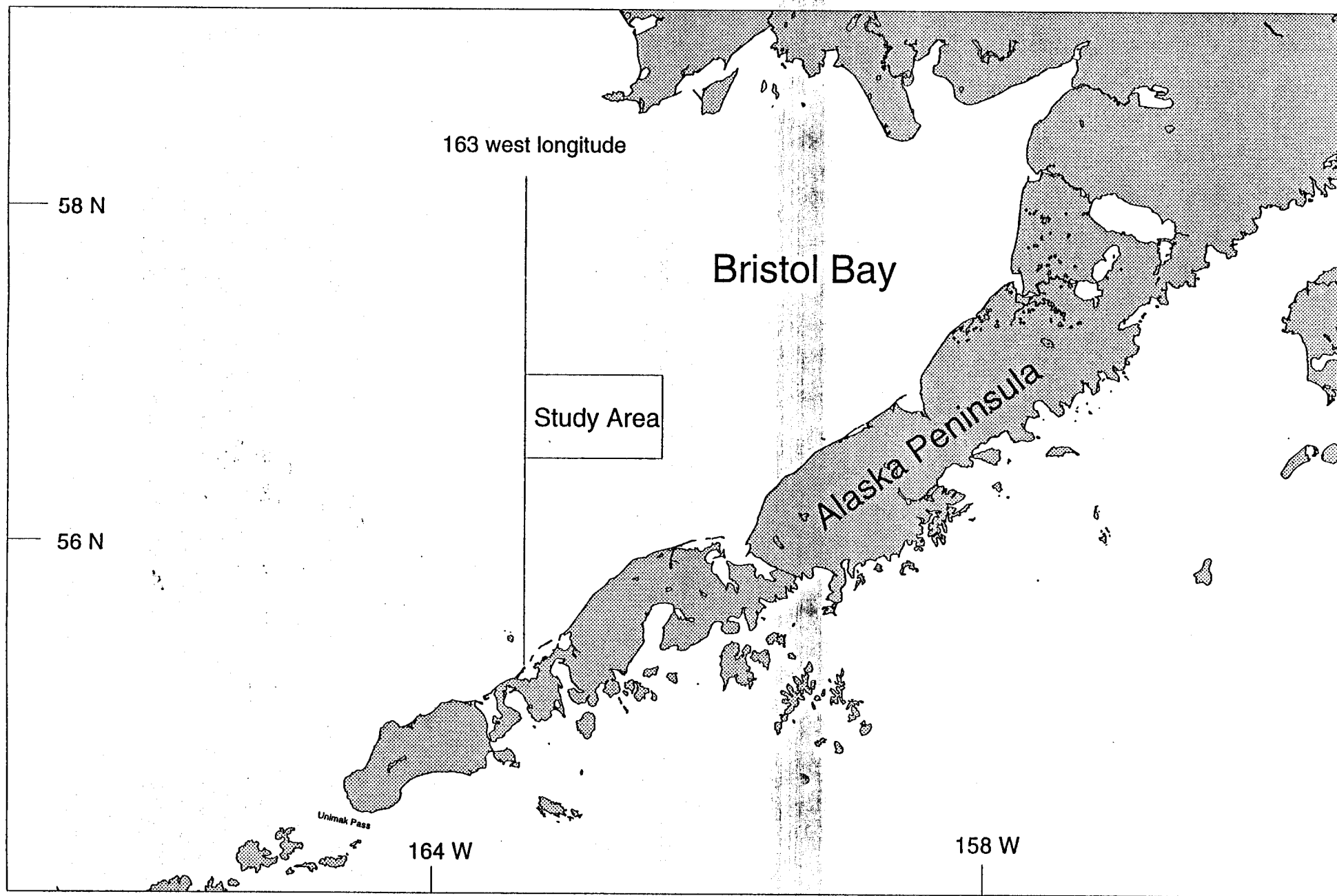


Figure 1. Gear study location, 1995 Bristol Bay Test Fish project.

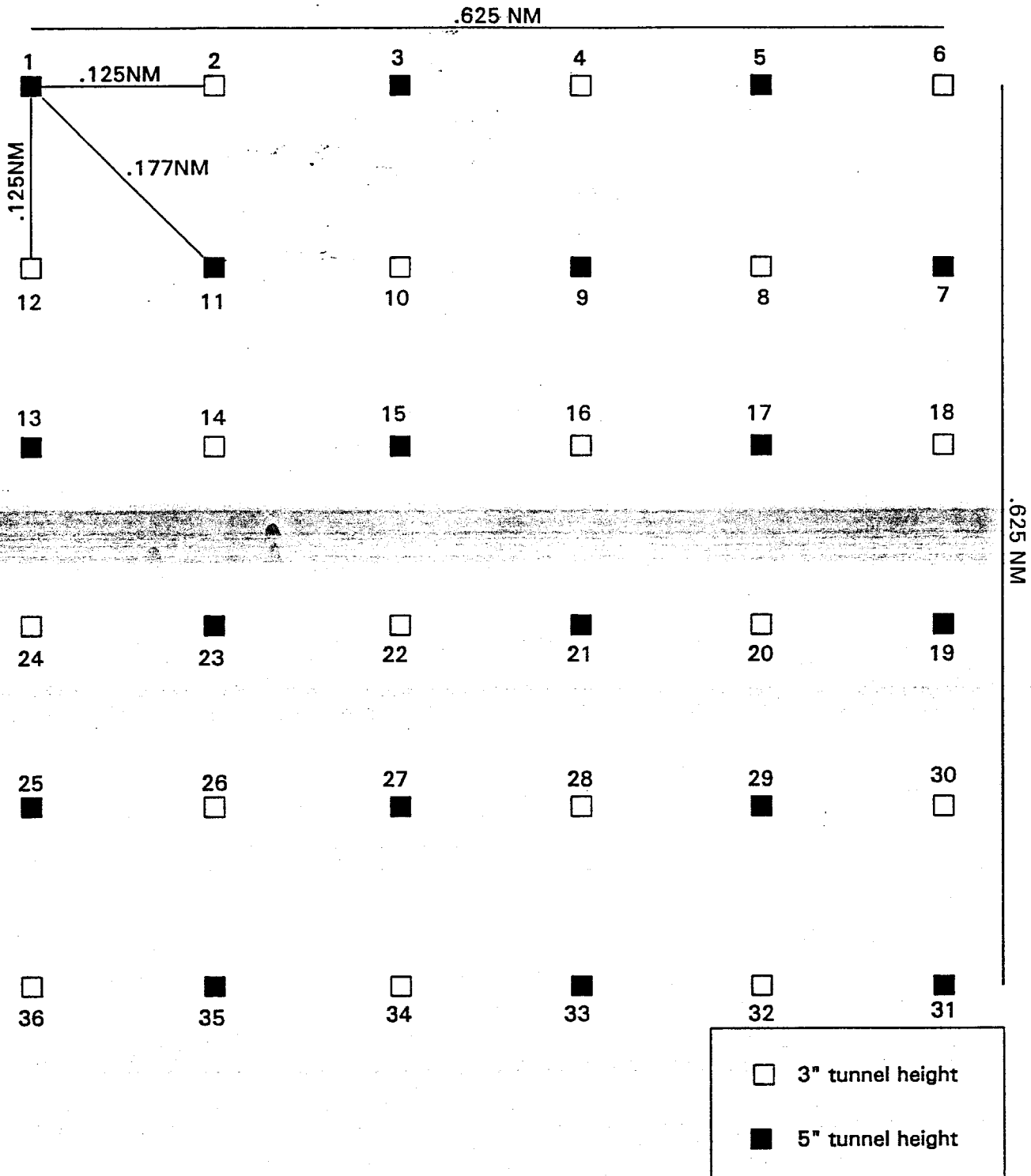


Figure 2. Illustration of a sample pot deployment grid pattern in the Bristol Bay gear study.

## APPENDIX

Appendix A. FY96 Yellowbook for the Bering Sea Crab Test Fishery Project. Note that the Yellowbook allocation reflects the legislative approved project amount of 446.8k. Program receipts of 454.7k reflect the FY96 actual project cost.

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PROJECT TITLE:	Bering Sea Crab Test Fishery
PROJECT NUMBER:	TF-785
FISHERY UNIT:	Bering Sea/Aleutians Crab
LEDGER:	1147785
COMPONENT:	400110100 - Fisheries Mgt.
LOCATION:	Kodiak
PROG. ELEMENT:	Test Fish Survey
LEGISLATIVE DISTRICT:	27
FISHERIES AFFECTED:	Bering Sea/Aleutian Islands Crab
SPECIES AFFECTED:	King and Tanner Crab

**PROJECT DESCRIPTION:**

Funding from this project will support the state's expenses for conducting shellfish tagging projects and genetics investigation in the Bering Sea. The Bristol Bay red king crab harvest was valued recently in excess of \$50 million. Error in estimating natural mortality rates and population abundance can jointly provide major errors in development of Guideline Harvest Levels. Additional Bering Sea Tanner species and stock ID development research can be conducted.

**PROJECT OBJECTIVES:**

Bering sea crab populations are assessed to provide information for development of Guideline Harvest Levels. Data will be collected on all crab captured during the surveys. Long term tag recovery data should provide information on natural mortality rates to be used in estimating harvest rates designed to meet conservation and economic objectives established by the BOF.

BUDGET MANAGER: 11-1857 Donn Tracy TITLE: Fishery Biologist III

**PRIOR YEAR ALLOCATIONS**

Budget Detail	FY93	FY94	FY95	FY96
100 Personal Services	160.7	165.4	200.5	192.7
200 Travel	22.1	2.1	15.3	15.3
300 Contractual	223.2	223.2	222.8	222.8
400 Commodities	53.5	49.2	9.0	9.0
500 Equipment	0.0	0.0	7.0	7.0
Project Totals	459.5	459.9	454.6	46.8

Appendix A. (page 2 of 2)

Federal Receipts	0.0	0.0	0.0	0.0
General Fund	0.0	0.0	0.0	0.0
Interagency Receipts	0.0	0.0	0.0	0.0
Program Receipts	459.5	459.9	454.6	446.8
General Fund Match	0.0	0.0	0.0	0.0
Fish and Game Fund	0.0	0.0	0.0	0.0
CIP Funds	0.0	0.0	0.0	0.0
Staff months	26.0	29.0	30.0	30.0

PROJECT NUMBER: TF-785

PROJECT TITLE: Bering Sea

Test Fishery

COMPONENT: 400110100 Fisheries Management

UNIT: Bering Sea Aleutians Crab

REGION: 4

LEDGER CODE: 11147785

PCN	TITLE	NAME	RS	S	LOC	PM	SWD	RDO	OT	HAZ	GY	SW	SB	TOTAL
11-1117	Fish Bio I	Byersdorfer, Susan	14 F	FS	CAA	6.0	22	8	50	0	0	0	0	\$37,849.5
11-1351	Fish Bio II	Boyle, Larry	16 J	FS	BKB	5.0	22	8	0	0	0	0	0	\$31,681.7
11-1390	Fish Bio II	Merkouris, Susan	16K	FR	EBA	3.0	0	0	0	0	0	0	0	\$15,848.0
11-1595	F&W Tech. III	Connelly, Dan	11 B	FS	CAA	1.0	15	6	50	0	0	0	0	\$ 7,749.1
11-1825	F&W Tech. III	Phillips, Kimberly	11 F	FS	CAA	1.0	0	0	50	0	0	0	0	\$ 5,812.9
11-1843	F&W Tech. III	Golembeski, Vince	11 J	FS	CAA	1.0	0	0	50	0	0	0	0	\$ 5,425.1
11-1857	Fish Bio III	Tracy, Donn	18 A	FR	CAA	12.0	5	2	0	0	0	0	0	\$77,402.0
11-1967	Fish Bio I	Watson, Leslie	14 J	FS	BKB	1.0	22	8	0	0	0	0	0	\$10,850.4
TOTALS						30.0	86	32	200	0	0	0	0	\$192,736.3

Line	Description	Amount	Comments
72240	Field travel	10.70	Travel
72500	PerDiem/Other costs	4.60	Per diem Expenses
73000	Other services/charges	222.80	Frt. 7& postage, PIT TAG R&D, Photo & Print
74480	Household/Institutional	1.00	Groceries
74520	Scientific supply	2.00	Misc. Scientific Equipment
74600	Other operation supplies	6.00	Tag Rewards
75690	Mach/Equip summary	7.00	Misc. Computer
TOTALS		254.10	

Grand Total \$446,836.3



**SHIPBOARD INSTRUCTIONS FOR THE 1995  
BRISTOL BAY TEST FISHERY CHARTER**



**Alaska Department of Fish and Game  
Commercial Fisheries Management and Development Division  
211 Mission Road  
Kodiak, AK 99615**

**July 16, 1995**

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### SAFETY BRIEFING

\*\*\* Check your suit, EPIRB, and strobe prior to departure \*\*\*

The captain and crew have been instructed to run through the shipboard safety drill with you PRIOR TO DEPARTURE (as per the contract), including pulling the general alarm, and where you should be in case of an emergency. Do not go on the back deck or anywhere outside when seas are rough, especially alone (no photo or video is worth it). When the gear is being worked, pay attention to buoy lines and trailers, slick decks and pots (ADF&G personnel WILL NOT bait/unbait pots). Be aware of the crane at all times, especially when pots are being moved or stacked. Obey the captain in regards to your safety and the safety of others.

### GENERAL BRIEFING

The purpose of this manual is to provide instructions and information relating to the 1995 Bristol Bay red king crab gear study. Refer to it when in doubt regarding objectives and sampling procedures. Be prepared to accept changes to this manual if necessary; however, standardized methodologies will remain constant.

Donn Tracy is this year's cruise leader. Assisting personnel are Susie Byersdorfer, Dan Connolly, and Vince Golembeski. During the charter each crew member may be delegated tasks that will remain their responsibility throughout the entire trip. Any problems that arise should be channeled through Donn. Clean up any work areas that you use, including the galley table. All data will be kept as dry as possible and organized. Make sure the deck paperwork tracks with the pilot house records; every pot will have a unique sequential pot number which will enable cross referencing on a pot by pot basis. Although it is the cruise leader's responsibility to ensure data integrity, he will rely on other ADF&G crew members for assistance. Please assist the cruise leader any way you can. If you have questions about the data, the deck protocol, or anything related to the work you are conducting please ask before you act. The cruise leader will note any changes in sampling plans, and the cumulative number of crabs put aboard the vessel for cost recovery.

All data will be edited daily; this practice ensures that the often important short-term details of the day's events are not overlooked. There will be no compromise with regard to this responsibility.

Maintain all sampling equipment and ensure that it is cleaned up and stored safely inside the vessel at the end of each day (calipers, clipboards, measuring sticks, etc.). Keep a daily log of activities, dates, any miscellaneous observations, Floy tag

recoveries, problems, a running tally of how many crabs you have aboard, sampling irregularities, etc.

Where possible, offer your assistance to the vessel crew. Please clean up after yourselves if you have coffee or snacks between meals. Offers to wash dishes, make coffee, cook, and general cleaning should be routine if and when time permits. In the past, the vessel crew has typically had a busier work schedule than ADF&G personnel and a cooperative effort towards maintaining reasonable living conditions on the boat is a benefit to everybody's morale.

**Timesheets.** For pay periods that will be completed while you are at sea, timesheets will need to be filled out and submitted before you leave FOR REGULAR PAY AND SEA DUTY ONLY. Please record standard hours worked in the stop-start columns. Report time you left port and time you returned to port in the "comments section". You are not overtime eligible while at sea. Leave these timesheets with Marilyn before you depart on the boat. For those in "A" retirement, you are eligible for hazard pay only for the hours you worked. This does not include running time to and from the fishing grounds. When you return to Dutch Harbor or Kodiak, turn in an amended timesheet that shows the actual hours worked; this amended timesheet will be submitted and you will receive a pay adjustment for hazard pay. Code timesheets as follows:

TRACY: REG PAY, SEA DUTY, HAZARD (741-47785)  
BYERSDORFER: REG PAY, SEA DUTY, HAZARD (741-47785)  
GOLEMBESKI: REG PAY, SEA DUTY, HAZARD (741-47785)  
CONNOLLY: REG PAY, SEA DUTY, HAZARD (741-47785)

Refer to the example timesheet in Appendix H for instructions to properly record time spent at-sea.

There will be no home packing of any animals captured during the survey. There will be no collections of crabs for biological or display purposes unless Donn Tracy authorizes it.

**Radio Schedule.** A daily radio schedule will be maintained with ADF&G as outlined in Appendix A.

### SURVEY OBJECTIVES

Listed below are the major objectives of the test fishery charter. Cost recovery is the foremost priority. Each item is explained along with necessary forms and documentation in the appropriate section under Methods. Carefully review all of this information; get your questions answered before the vessel leaves the dock.

1. **Cost Recovery.** Catch approximately 11,500 male red king crabs  $\geq$  6 inches carapace width (CW) for delivery to Royal Aleutian in Dutch Harbor on August 8, 1995. Cost recovery catches will be sampled as outlined in the Methods section.
2. **Gear Survey.** An intensive study of the catchability of Tanner crab pots containing 3" and 5" tunnel eye heights will be conducted, and consist of surveying the species composition (primarily female red king crabs and *C. bairdi*), catch distribution, catch per pot, female reproductive condition, and mortality of crabs observed in each respective gear type.
3. **Floy-Tagged Crab Recovery.** Drop everything and document all captures of tagged crabs, regardless of agency or date of tagging. Release crabs after documentation is completed. Additional sampling required if a PIT-tagged crab is captured.
5. **Crab Collection for PSP Testing.** Collect, label and freeze red king crab, *C. bairdi*, *C. opilio*, *bairdi* X *opilio* hybrids as per Department of Environmental Conservation (DEC) instructions.

## METHODS

### *Cost Recovery Fishing and Delivery*

#### Catch objectives

Catch approximately 11,500 male red king crabs  $\geq$  6 inches CW (approximately 68,500 lbs using 6.0 lbs average weight). Ideally, there will be a single delivery of crab for the entire 31-day charter. Directed cost recovery fishing will occur in the first 7 to 10 days of the charter. However, if the cost recovery objectives are not achieved during this segment of the cruise, crabs may be retained during the later stages of the gear study period for a second delivery at the conclusion of August.

If the crabs are all legal size, you may need to catch fewer crabs. Conversely, if the crabs tend to be small (6 inches) then you will need more. Any *C. Bairdi* retained for sale must be  $\geq$  5 ¼ inches CW and should be in good condition (good fill, very hard carapace). It is unlikely that *C. bairdi* will be retained during this year's charter. Bid price per pound is \$6.65 for red king crab and \$4.50 for *C. bairdi*.

#### Pilot house logs

Ensure that the Pilot House Logs are completed at the end of each day, including the catch per pot (C/P) for male red king crabs  $\geq$  6.0 inches CW that are retained. Note that the Pilot House Log - Survey Stations (Form 1, Appendix B) is slightly different than the Pilot House Log - Cost Recovery (Form 2, Appendix B). However, the C/P column is the record for documenting cost recovery catches on both types of pilot house logs. It is the cruise leader's responsibility to make sure the captain completes this task. If *bairdi* are also put aboard, have the captain put this information on the Tanner Cost Recovery Record (Form 3, Appendix B).

#### Catch reporting

Using the code sheet provided, please report via radio the daily catch and cumulative total of the cost recovery catch aboard, in numbers of crabs on the Red King Crab Cost Recovery Daily and Cumulative Catch Record (Form 4, Appendix B). Tanner crab cost recovery crabs do not need to be reported via radio.

#### Non-salable crabs

Following delivery of cost recovery crabs to the processor, instruct the captain to release all non-legal crabs and deadloss crabs at the nearest dump zone (Tracy will get this info). Live

non-legal crabs cannot be sold under the test fish program except for the sizes noted for male red king crabs and male *C. bairdi*.

Fish ticket for cost recovery delivery

Tracy will handle the paperwork for the delivery of crabs to the processor; this transaction in no way involves the charter vessel or the vessel captain. A crew member from ADF&G will take brailer weights; provide a notebook for this purpose. This information must be returned to Donn Tracy, along with the check and the completed fish ticket and copies. To complete the fish ticket, bring the CFEC card(s) to the processor's business office and fill in the information as follows: a) record "Vessel Name" as "ADF&G-Kodiak 1995 Bering Sea Test Fishery" (do not write the vessel name on any part of the ticket; b) compute the average weight of the crabs and record the catch by appropriate statarea(s); c) estimate deadloss and enter on the ticket with the appropriate code by species; d) verify the poundage, and the price agreed upon in the processing contract; e) triple-check the fish ticket before you sign it, making sure it is complete and accurate; f) do not sign the fish ticket until you have received a check for payment-in-full (remember, we are tax-exempt); g) the check is to be made out to: State of Alaska, 211 Mission Road, Kodiak, Alaska 99615.

If Donn Tracy does not personally complete the financial transaction for delivery of the cost recovery crabs, any problems on the settlement can be resolved by contacting him immediately.

Payment for the vessel charter

Please ask the captain to send a bill for the amount as agreed to in the charter contract to Linda Wright, 211 Mission Road, Kodiak, AK 99615.



### Gear Survey Design

The survey will consist of alternately deploying Tanner crab pots with 3" and 5" tunnel openings and spaced 1/8 (0.125) nm apart on a grid pattern. The location of the survey grids will be determined based on areas of female red king crab high catch abundance during the 1995 NMFS trawl survey, and the cost recovery segment of the charter. Donn Tracy will be responsible for plotting pot grids during the study. An example of a grid pattern with assigned numbers is shown in Figure 1 (Appendix C); the location of the first pot in the grid will determine the placement of subsequent pots. The standard soak time for each survey pot will be 2 days (48 hrs) with a range of 1.5 to 2.5 days. Soak time must be standard in order to compare pot catches between gear types. One liter of chopped herring (and fresh hanging bait when available) will be used in each pot set.

Survey pot numbers will be sequential. It is preferable that the survey grids are set in blocks of 36-40 pots each (Figure 1, Appendix C). Block number is not recorded on any data sheets and is just a concept useful for keeping the survey organized on a digestible scale. The vessel and ADF&G crew should be able to work at least 2 blocks per day (a total of 72-80 pots, including pots pulled and sampled and pots set or re-set) once the gear is set. This number is the expected daily sampling/fishing objective, and may be adjusted upward if there appears to be additional time available, or downward if it becomes apparent that the original schedule is too ambitious. In Figure 2 (Appendix C) is a suggested pathway for working through a block. The blocking scheme should not constrain the survey in any way; it is probably the best approach for maintaining a systematic design to achieve the project objectives.

When cost recovery pots are set, string numbers will be assigned that are unique, beginning at 001 so as not to duplicate survey numbers. In sampling cost recovery pots, record string number in the section for station number. Pot numbers begin with the first pot set, run sequentially, and will encompass both survey and string gear. The intent here is provide unique pot numbers while identifying survey gear separately from cost recovery strings.

Please familiarize yourselves with the example pot grid pattern (Figure 1), and regularly check with Donn Tracy to keep informed of the location of the survey pots so that you are ready to start sampling. Before sampling each pot, check in with the captain to confirm sequential pot number. Expect to work 12-14 hour days to accomplish these sampling goals.

### *Sampling Procedures*

Sampling will occur within survey gear and cost recovery strings. Crabs will be sampled almost identically in both pot types. However, all survey pots will be sampled, whereas pots sampled from cost recovery fishing will be randomly selected. All crabs should be handled gently during sorting, measuring and release. Crabs are to be released immediately following sampling into the water trough. The vessel may transit to the next pot while sampling is occurring; however, you must instruct the crew not to pull the next pot out of the water until you are finished sampling the previous pot.

#### Survey Pot Catches

When a pot comes aboard, divide the catch of all crabs by species. Using a separate form for each species, sample crabs and record required data (number of crabs measured and number of crabs counted, CL or CW, legal/sub-legal, juvenile/adult, shell age, egg clutch conditions, disease, mortality) according to the rules for each species as given below. For female crabs, determination of juvenile or adult will be made based on whether or not the crab is egg-bearing, or there is evidence that it was egg-bearing; complete the "Eggs" section fully and note adults (code 3) and juveniles (code 4) in the Legal section.

If a crab is dead when you sample it, please note it as code 1 (dead) in the "Other" column. The "number of crabs measured" and "number of crabs counted" will be filled out on every form even though all animals in a pot will be measured.

Information from all sampled crabs will be recorded on the Crab Data Form (Form 5, Appendix B).

#### Red king crab:

Divide the red king crab catch into males and females and further sub-divide the males into legals ( $\geq 6.5$  inches CW) and sub-legals ( $< 6.5$  inches CW). Record data for all crabs in each of the three sex/size classes. If all crabs in each category are sampled, data from each can be recorded on the same form. If sub-sampling in any category occurs, then data from that category of crabs must be recorded on a separate form, and the number measured and number caught must be recorded in the spaces provided at the top of the form. Sub-sampling will not occur unless there is some unavoidable reason for doing so.

C. bairdi:

Divide the bairdi catch into males and females and further sub-divide the males into legals ( $\geq 5.5$  inches CW) and sub-legals ( $< 5.5$  inches CW). Record data for all crabs in each of the three sex-size classes. If all crabs in each category are sampled, data from each can be recorded on the same form. If sub-sampling in any category occurs, then data from that category of crabs must be recorded on a separate form, and the number measured and number caught must be recorded in the spaces provided at the top of the form. Sub-sampling will not occur unless there is some unavoidable reason for doing so.

Korean hair crab:

Whenever Korean hair crabs are captured in either survey pots or cost recovery pots, fully sample (100% sample) them for sex, size, egg condition, etc. Record all data for all Korean Hair crabs captured on a separate form for the species. Document any observed mating activity in the "Comments" section.

C. opilio, Tanner hybrids, or other incidental crab species:

As you will not catch many of these incidental crab species, all animals will be sampled. Record data for all crabs using a separate form for each species.

Cost Recovery Catches

The two ADF&G crew members onboard the vessel during cost recovery fishing will count catches of retained crabs from every pot pulled, and ensure that the captain records this data in the C/P column on the Pilot House Log - Cost Recovery Strings (Form 2, Appendix B). Additionally, at least 10 pots per day will be randomly selected for catch sampling; see Appendix D for random sampling procedures. Crab catches from these pots will be sampled the same way as for survey pot catches. Remember to record string number in the section for station number on the crab data forms. Record all data on the appropriate forms for each species according to the rules for the survey pot catches (see above).

If weather conditions are unsafe or sampling efforts are severely hampering cost recovery objectives, the numbers of pots selected for sampling on a daily basis may be reduced or eliminated.

### *Floy-Tagged Crab Recovery*

Be on the look-out for tagged crabs, especially during cost recovery fishing. These tags are hard to see. Remind the crew to keep a look-out, as well.

When a Floy-tagged crab is captured, **SAMPLE IT IMMEDIATELY**. Tagged crabs are a priority whenever they are found. Document recovery of all tagged crabs on the Bristol Bay Red King Crab Tag Recovery Form (Form 6, Appendix B), including tag letter (if appropriate), tag number, measurement, legal status, shell age, capture date and location. Also note the sequential pot number and buoy number so that you can retrieve the capture location data from the captain. Return the crab to the sea as soon as possible. However, if the tag is numbered 0001-3,421 and there is not "A" letter prefix, sacrifice the animal, collect, label and freeze the tail section. Collection labels for recording capture date and location information are in the forms supply box. Instruct the crew to wake you up if they catch a tagged crab while you are asleep so that you can sample it. **THIS INFORMATION IS VERY IMPORTANT; PLEASE STRESS IT'S SIGNIFICANCE TO THE CREW.**

### *Crab Collection for Paralytic Shellfish Poison (PSP) Testing*

We have received a request from DEC again this year for the collection of crabs during our charter for PSP and demoic acid testing. You will need to collect, label and freeze red king crabs, *C. bairdi*, *C. opilio*, and any *bairdi* X *opilio* hybrids. Collect three crabs of each species from each statistical area the vessel pulls gear in during cost recovery fishing. The captain can tell you when you're in a new area (refer to the Bristol Bay statistical area chart). Collection labels for recording capture date and location information are in the forms supply box. As no sampling plan came with this request, take small males of each species (put red king crabs in one bag w/label, *C. bairdi* crabs in another w/label, etc.) from a single pot in each statistical area at your convenience. For documentation's sake, record all data required using the **Crab Data Form** (Form 5, Appendix B). At survey's end, data sheets will be xeroxed in Dutch Harbor and the originals placed in one of the boxes for DEC. The Dutch Harbor DEC office is aware that these samples will be coming in on August 7 - 10th and will send someone down to pick them up when the vessel comes in.

### *Photo Documentation*

Wherever possible, document activities aboard the vessel. We need overall footage of sampling and fishing activities. Photo footage will be documented on Form 7 (Appendix B).

MISCELLANEOUS INSTRUCTIONS/REMINDERS

1. Leave timesheets with Marilyn in Dutch or FAX them to Kodiak.
2. Leave CFEC cards with Larry Boyle.
3. Check your survival suit and EPIRB prior to departure.
4. Check your supply of forms, sampling equipment, and rain gear prior to departure (Appendix E).
5. Survey itinerary and schedules are reviewed in Appendix F.
6. Questions regarding the contract between ADF&G and the vessel may be resolved by reviewing the contract in Appendix G.
7. Leave all receipts for purchases with Donn.
8. If there are no forms to record other data you collect, make them up. The Pilot House Logs must be completed at the end of each day. Complete every column in every form as required.
9. Be careful and have fun.

**APPENDICES**

## Appendix A. Radio Schedule

A daily radio schedule will be maintained with Kodiak ADF&G or with Dutch Harbor if vessel cannot hail Kodiak. If all else fails, ADF&G will monitor vessel check-in through Unisea on its daily schedule with the Kristen Gail. Vessel location will be reported by lat/long. A summary of stations sampled each day will be reported. When cost recovery fishing begins, report catches using the codes below.

**\*\*Hail Kodiak ADF&G (WHM 29) on 5195 at 1600 hrs (4 pm)\*\***

If reception is poor, switch to 3230 (WOM 32) In addition, ADF&G Kodiak also has 3201, 4125 and 2512. Dutch Harbor ADF&G has 4125 (WIM 76) and 3230 (WOM 32)

<u>Channel Code</u>	<u>Frequency</u>
A	5195
B	6227
C	2512

### Catch reporting codes:

0	VICTOR	KILO	4	LIMA	PAPA
00	FOXTROT	OSCAR	5	JULIET	UNIFORM
000	ZULU	HOTEL	6	TANGO	ECHO
1	INDIA	MIKE	7	DELTA	YANKEE
2	ROMEO	X-RAY	8	GOLF	QUEBEC
3	ALPHA	BRAVO	9	WHISKEY	NOVEMBER

Appendix B.      Forms and Examples of Selected Properly Completed  
Forms (in bold)

- Form 1.      **Pilot House Log - Survey Stations**
- Form 2.      **Pilot House Log - Cost Recovery Strings**
- Form 3.      **Cost Recovery Daily Tally and Cumulative Catch Record**
- Form 4.      **Crab Data Form (for all species during cost recovery and survey)**
- Form 5.      **Bristol Bay Red King Crab Tag Recovery Form**
- Form 6.      **DEC PSP Specimen Collection Form**
- Form 7.      **Photo Documentation Log**



STATION NO.

## 1995 PILOT HOUSE LOG - SURVEY STATIONS

## BRISTOL BAY RED KING CRAB

PAGE 1 OF 3

[illegible]

POT TYPE: 3 - 3" TUNNEL; 5 - 5" TUNNEL

Bottom Type Codes: 1 - Rock; 2 - Sand; 3 - Silt; 4 - Mud.

Y. K. LEUNG, G. E. ARSTUD, B. LOGG, W. Q.

STRING NO 001

## BRISTOL BAY RED KING CRAB

PAGE / OF . /

Form #2

[illegible]

**Bollom Type Codes: 1 - Rock; 2 - Sand; 3 - Silt; 4 - Mud.**

**Y. N. I. B. N. G. E. A. N. I. U. P. C. N. O. S. S. N. O.**

Appendix B. (page 18 of 51)

## 1995 ADF&amp;G TEST FISHERY COST RECOVERY RECORD

[illegible]

Form #3

## ADF&amp;G CRAB DATA FORM - 1995 BRISTOL BAY SURVEY

SPECIES RKC  
 SEX Male  
 DATE 08+12+95  
 SAMPLE TYPE 5

STATION NO.  
 BUOY NO.  
 NO. CRAB MEASURED  
 TOTAL NO. CAUGHT

2	0	0
	X	Y
	1	0
	1	0

MEASURER Tracy  
 RECORDER Byersdorf  
 VESSEL Kristen Gail  
 PAGE 1 OF 1

	SEQUENTIAL POT NUMBER	SPECIES	SEX	SIZE CRABS(MM) FISH (CM)	LEGAL	SHELL	AGE	EGGS				OTHER	COMMENTS
								COLOR	DEVELOP	CONDITION	% CLUTCH		
1	200		21	140	2	1							
2	~		11	138	2	1							
3	1		11	136	2	2							
4	1		11	134	1	1							
5	1		11	132	1	1							
6	1		11	130	1	2							
7	1		11	128	1	1							
8	1		11	126	1	2							
9	↓		↓ ↓	124	1	1							
10	200		21	122	1	1							
11													
12													
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30													

# ADF&G BRISTOL BAY RED KING CRAB TAG RECOVERY FORM

SAMPLER Byersdorfer

☐ Observer ☒ ADF&G

TAG	FLOY TAG NUMBER					CARAPACE LENGTH (mm)			L a/ b/	B a/ b/	F a/ b/	CAPTURE DATE			CAPTURE LOCATION						DEPTH (m)	STATISTICAL AREA						ADF&G VERBIL. NUMBER													
	1	2	3	4	5	1	2	3				Mo	Da	Yr	N. LATITUDE			N. LONGITUDE				1	2	3	4	5	6	7	8	9	0										
1	A	0	4	1	7	6	1	4	2	1	1	2	8	10	95	5	6	3	0	3	0	1	0	3	3	0	3	0	4	2	6	3	5	6	3	0	1	2	3	4	5
2																																									
3																																									
4																																									
5																																									

a/1 = Legal; 2 = Sublegal. b/ Shell Age: 0-Soft; 1-New; 2-Old; 3-Very Old. c/Fate: 1-Dead; 2-Rereleased

Form #5 Appendix B. (page 21 of 31)

	Received Tag or Tagged Crab From: Name Address:	Recovery Location Data From: Name: Address:	Vessel Name	Processor Name	Sampling Date				
					M	O	D	D	Y
1	Captain Crabber PO 123 Dutch Harbor, AK 99692	Same	Time Warp	N/A	0	8	1	2	95
2									
3									
4									
5									

DATE \_\_\_\_\_

SPECIES \_\_\_\_\_

SEX \_\_\_\_\_

STATISTICAL AREA \_\_\_\_\_

DEC - PSP FORM

DATE \_\_\_\_\_

SPECIES \_\_\_\_\_

SEX \_\_\_\_\_

STATISTICAL AREA \_\_\_\_\_

DEC- PSP FORM

DATE \_\_\_\_\_

SPECIES \_\_\_\_\_

STATISTICAL AREA \_\_\_\_\_

SEX \_\_\_\_\_

DEC- PSP FORM

DATE \_\_\_\_\_

SPECIES \_\_\_\_\_

SEX \_\_\_\_\_

STATISTICAL AREA \_\_\_\_\_

DEC - PSP FORM

DATE \_\_\_\_\_

SPECIES \_\_\_\_\_

SEX \_\_\_\_\_

DATE \_\_\_\_\_

SPECIES \_\_\_\_\_

SEX \_\_\_\_\_

STATISTICAL AREA \_\_\_\_\_

DATE \_\_\_\_\_

SPECIES \_\_\_\_\_

SEX \_\_\_\_\_

STATISTICAL AREA \_\_\_\_\_

DEC- PSP FORM

DATE \_\_\_\_\_

SPECIES \_\_\_\_\_

SEX \_\_\_\_\_

STATISTICAL AREA \_\_\_\_\_

DEC - PSP FORM

DATE \_\_\_\_\_

SPECIES \_\_\_\_\_

SEX \_\_\_\_\_

STATISTICAL AREA \_\_\_\_\_

DEC - PSP FORM

DATE \_\_\_\_\_

SPECIES \_\_\_\_\_

SEX \_\_\_\_\_

STATISTICAL AREA \_\_\_\_\_



Appendix B. (page 24 of 51)

Appendix C. Examples of Survey Pot Grid Patterns.



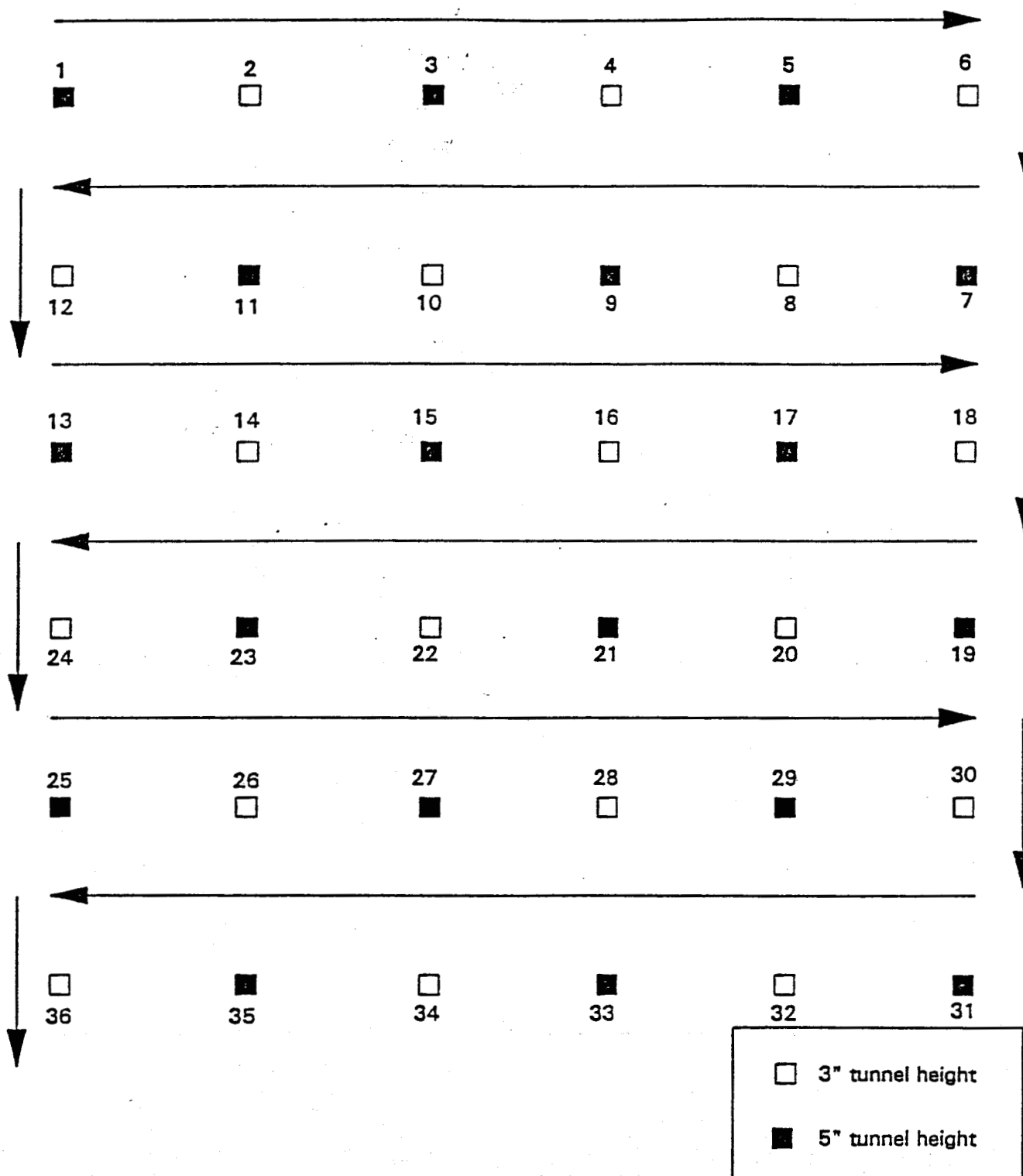


Figure 2. Example of systematic approach for setting and pulling survey grid pots.

#### Appendix D. Random Selection of Cost Recovery Pots for Catch Sampling

You must randomly pre-select your pots each day prior to actually seeing the pots come aboard. Once you have pre-selected the 10 pots for the day, you cannot alter your sampling scheme whether or not the pot is empty or full). This is to be done using the Table of Random Digits (pages 48-51). Here's an example of how to use the random digit table:

The captain says he will pull 75 pots today. You need to sample 10 of those. In order to select the ten pots, you decide to start with the 7th number in the first column, count by multiples of 10 and pick the first 10 numbers between 1 and 75 using the first two 2 digits of the number. Obviously, you will discard duplicate numbers and numbers greater than 75. Your 10 pot numbers for that day will be pots 12, 13, 21, 28, 36, 54, 57, 58, 67, and 74. Confirm your understanding of this using the example on page 47 (next page).

A different random selection scheme must be used every day. All you need to know is the estimated number of pots to be pulled. Start with the nth number in the nth column (or row), count by multiples of X, and use the first two (or the middle two or the last two numbers) of the nth number to get your pot numbers.

Appendix E. List of Equipment

1. Survival suit with EPIRB and strobe attached
2. Rain gear, gloves and boots
3. EPIRB and Strobe
4. Shipboard Instruction Manuals (one for each ADF&G crew member)
5. Notebooks of previous test fishing location data (one for captain; one for Tracy)
6. Forms:
  - a. Pilot House Log - Survey Stations (60)
  - b. Pilot House Log - Cost Recovery Strings (30)
  - c. Cost Recovery Daily Tally and Cumulative Catch Record (5)
  - d. Crab Data Form (15 ream = 7500; use for all species).
  - e. Tag Recovery Form (5)
  - f. PIT Tag Tail Section Specimen Labels (5)
  - g. DEC PSP Collection Labels (20)
7. Small (6") dial calipers (1)
8. Large calipers (3 from Kodiak, 1 from Dutch)
9. 6 inch and 6.5 inch measuring sticks (2 of each)
10. Camera, film, and extra battery (Tracy's)
11. Rite-in-Rain notebooks (5)
12. Pencils (2 doz. sharpened)
13. Paper clips (assorted)
14. Rubber bands
15. Manila envelopes for data (1 legal-size, 12 regular)
16. Permanent markers (1 large black; 1 ea small black, red)
17. Clipboard(s) 1 legal size for captain; 6-8 regular size
18. Calculator w/batteries
19. Tallywackers (3)
20. One can WD40
21. Statistical charts (2); one for captain, one for ADF&G crew.
22. Timesheets (10)

Appendix F. Survey Itinerary and Calendar

<u>Date</u>	
8/1	Depart Dutch Harbor/travel to grounds
8/2	Travel to grounds/set gear
8/3	Set gear/pull gear?
8/4	Pull gear/set gear
8/5	Pull gear/set gear
8/6	Pull gear/set test block of survey gear
8/7	Pull gear/set test block of survey gear/travel to Dutch Harbor
8/8	Travel to Dutch Harbor/deliver cost recovery crab
8/9	Deliver cost recovery crab/pick up ADF&G crew and equipment
8/10	Travel to grounds
8/11	Travel to grounds/pull test survey gear
8/12	Pull test survey gear/set survey gear
8/13	Set survey gear
8/14	Set survey gear/pull survey gear
8/15	Set survey gear/pull survey gear
8/16	Set survey gear/pull survey gear
8/17	Set survey gear/pull survey gear
8/18	Set survey gear/pull survey gear
8/19	Set survey gear/pull survey gear
8/20	Set survey gear/pull survey gear
8/21	Set survey gear/pull survey gear
8/22	Set survey gear/pull survey gear
8/23	Set survey gear/pull survey gear
8/24	Set survey gear/pull survey gear
8/25	Set survey gear/pull survey gear
8/26	Set survey gear/pull survey gear
8/27	Set survey gear/pull survey gear
8/28	Set survey gear/pull survey gear
8/29	Set survey gear/pull survey gear
8/30	Pull survey gear/travel to Dutch Harbor
8/31	Travel to Dutch Harbor

Appendix G.      Contract between the State of Alaska and  
                     the F/V *Kristen Gail*

## MEMORANDUM STATE OF ALASKA

TO: Roxy Aragonas  
Procurement Specialist

DATE: June 29, 1995

FROM: Leslie Watson *ljw*  
Fishery Biologist

SUBJECT: 1995 Bristol Bay  
Vessel Charter (Modified ITB #2057)  
FILENAME: V:\LESLIE\BUDGET\PR95\BRABARD.ITB

We received eight bids for modified ITB #2057 (attached). The lowest, most responsive bidder is the FV Kristen Gail (bid response attached); copies of each of the eight original bid responses will be sent via DHL on 6/30/95. Although the bid price specified by the FV Kristen Gail is slightly higher than the FV Western Viking, the FV Kristen Gail has 150 identical king crab pots. I would like to award the charter to the FV Kristen Gail, but will need to make sure they can comply with the requirements of the charter (copies of captain's license, USCG inspection). If they cannot, I would like to award the charter to the FV Western Viking, even though they do not meet the pot specification (they only have 140 identical king crab pots). I want confirmation from you that I have proceeded correctly on this before we make the tentative bid award.

Other than the FV Kristen Gail, the seven vessels that were considered in the bidding process are listed below (in no particular order) with an explanation of why the bids were deemed non-responsive.

1. Kristen Gail (vess. length: 118 ft., cruising speed 9 knots)
  - \* Lowest, most responsive bidder (\$3,990/d @ 31 d = \$123,690)
  - \* Has 150 identical king crab pots
2. Western Viking (vess. length: 101 ft.; c. speed 9.3 knots)
  - \* Next, lowest most responsive bidder (\$3,630/d @ 31 d = \$113,150)
  - \* Has 140 identical king crab pots; doesn't meet the gear requirement.
3. Scandies Rose (vess. length: 130 ft.; c. speed 9-10 knots)
  - \* Exceeded Not-To-Exceed limit (\$4,800/d @ 31 d = \$148,800)
4. Icy Bay (vess. length: 140 ft.; c. speed 8.5 knots)
  - \* Exceeded Not-To-Exceed limit (\$4,800/d @ 31 d = \$130,200)
5. Mystery Bay (vess. length: 175 ft.; c. speed 12.5 knots)
  - \* Exceeded Not-To-Exceed limit (\$5,800/d @ 31 d = \$179,800)
6. Jennifer A (vess. length: 102 ft.; c. speed 10 knots)

\* Engineer does not meet minimum requirements 5 yrs. experience (\$3,497/d @ 31d = \$108,407)

7. Ocean Cape (vess. length: 98 ft.; c. speed 10 knots)  
\* Vessel under preferred minimum length; non-availability of a single captain for the term of the contract; (\$2,833/d @ 31d = \$87,823)
8. Amatuli (vess. length: 102.6 ft.; c. speed 9.5 knots)  
\* BID WITHDRAWN; did not have licensed captain, and did not have 150 identical king crab pots (\$1,800/d @ 31d = \$55,800)

The vessel owner, Bruce Joyce (tel (206) 542-1302; FAX (206) 542-6790) has been notified of the bid award and that the vessel will need to comply with the following items prior to the charter (see attached letter):

1. Confirm that the vessel will be ready to depart Dutch Harbor on August 1, 1995, fully provisioned for the full term of the contract (31 days), and to return to Dutch Harbor on August 31, 1995.
2. United States Coast Guard Inspection. Vessel will be available beginning July 20, 1995 for inspection at Dutch Harbor, Alaska (actual date to be determined). Inspection will be for a total of eight persons (4 vessel crew and 4 ADF&G personnel) and shall be valid for the period July 30, 1995 through November 1, 1995. I've attached a draft of the Request for Inspection letter from the Commissioner to the USCG 17th District; please expedite this request. Roxie.
3. One copy of the USCG "Commercial Fishing Vessel Safety Examination" letter.
4. Certificate of Insurance as specified in the contract.
5. Specification of type and size of survival suits aboard at time of USCG Inspection for 8 persons.
6. Specify life raft inspection dates; if not current, they must be inspected and re-packed.
7. Confirm that the vessel has 150 identical king crab pots and associated gear as specified in the contract.
8. One copy of the captain's license.

cc: D. Tracy  
D. Pengilly

# STATE OF ALASKA

## DEPARTMENT OF FISH AND GAME

211 MISSION ROAD  
KODIAK, ALASKA 99615

June 29, 1995

Mr. Bruce Joyce  
Owner  
FV Kristen Gail  
1314 N.W. 175th  
Seattle, WA 98177

Mr. Joyce:

We are pleased to announce that the FV Kristen Gail has been selected as the lowest, most responsive bidder for the 1995 Bristol Bay king crab vessel charter as per modified ITB #2057.

As a follow-up to our conversation regarding award of this vessel charter to the FV Kristen Gail, compliance with the following items must be met before the vessel departs (on or about August 1, 1995) in order to meet the terms of this vessel charter contract.

1. Confirm that the vessel will be ready to depart Dutch Harbor on August 1, 1995, fully provisioned for the full term of the contract (31 days), and to return to Dutch Harbor on August 31, 1995.
2. United States Coast Guard Inspection. Vessel will be available beginning July 20, 1995 for inspection at Dutch Harbor, Alaska (actual date to be determined). Inspection will be for a total of eight persons (4 vessel crew and 4 ADF&G personnel) and shall be valid for the period July 30, 1995 through November 1, 1995.
3. One copy of the USCG "Commercial Fishing Vessel Safety Examination" letter.
4. Certificate of Insurance as specified in the contract.
5. Specification of type and size of survival suits aboard at time of USCG Inspection for 8 persons.
6. Specify life raft inspection date(s): if not current, they must be inspected and re-packed.
7. Confirm that the vessel has 150 identical king crab pots and associated gear as specified in the contract.
8. One copy of the captain's license.



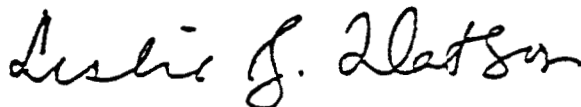
I will be available until June 30, 1995 to answer any questions you may have regarding the vessel charter. Please submit documentation of compliance with items 1-5 to Roxie Aragonas and documentation of compliance with items 1-8 to Donn Tracy (addresses below) no later than July 24, 1995. In the event that you cannot provide information by this date, please contact Donn Tracy immediately.

Contract Compliance/Delivery Order/USCG Inspection  
Roxie Aragonas, Procurement Specialist  
Alaska Department of Fish and Game  
tel (907) 465-4131  
FAX (907) 465-6181

Survey Itinerary and Design/follow-up on USCG Inspection  
Donn Tracy  
Fishery Biologist  
Alaska Department of Fish and Game  
211 Mission Rd. Kodiak, AK 99615  
tel (907) 486-1822  
FAX (907) 486-1854

We look forward to a successful research venture with the captain and crew of the FV Kristen Gail.

Regards,



Leslie J. Watson  
Fishery Biologist  
(907) 486-1854

INVITATION TO BID

MODIFIED INVITATION NO. 2057

RETURN THIS BID TO THE ISSUING OFFICE AT:

Attn: Leslie J. Watson  
Alaska Department of Fish and Game  
Commercial Fisheries Management and  
Development Division  
211 Mission Road  
Kodiak, Alaska 99615

THIS IS NOT AN ORDER

ISSUE DATE: June 16, 1995

BID TITLE: CONTRACT FOR VESSEL CHARTER IN BRISTOL BAY AREA "T" FOR THE  
PURPOSES OF KING CRAB RESEARCH FOR THE DEPARTMENT OF FISH AND  
GAME

INSTRUCTIONS TO BIDDERS:

\*\*\*\* Please refer to modified ITB #2057 (attached) for conditions,  
requirements and terms of this vessel charter. Complete all required  
sections and return pages 13 - 17 along with the bid to the Alaska Department  
of Fish and Game, Kodiak Office, NO LATER THAN 4:30 P.M., JUNE 23, 1995. \*\*\*\*

DELIVERY LOCATION: Dutch Harbor, Alaska (Bristol Bay Area "T")

DELIVERY DATE: See Text

FOB POINT: Dutch Harbor, Alaska (Bristol Bay Area "T")

**BIDDER'S NOTICE:** By signature on this form, the bidder certifies that  
(1) the bidder has a valid Alaska business license and has written the license number below or has submitted one of the following forms of evidence  
of an Alaska business license:

- \* a cancelled check for the business license fee;
- \* a copy of the business license application with a receipt date stamp from the State's business license office;
- \* a receipt from the State's business license office for the license fee;
- \* a copy of the bidder's valid business license;
- \* a sworn certified affidavit that the bidder has applied and paid for a business license;
- (2) the price(s) submitted was arrived at independently and without collusion and that the bidder is complying with:
  - \* the laws of the State of Alaska;
  - \* the applicable portion of the Federal Civil Rights Act of 1964;
  - \* the Equal Employment Opportunity Act and the regulations issued thereunder by the State and Federal government; and
  - \* all terms and conditions set out in this ITB.

If any bidder fails to comply with (1) or (2) of this paragraph, the State may reject the bid, terminate the contract, or consider the contract in  
default.

*Leslie J. Watson*  
\_\_\_\_\_  
LESLIE J. WATSON for  
ROXIE ARAGONES  
PROCUREMENT SPECIALIST

TELEPHONE NUMBER:

907-486-1834

FAX NUMBER:

907-486-1841 or 907-486-1824

<i>E. V. KRISTENGAN</i>
COMPANY REPRESENTING BID
<i>Bruce J. Jance</i>
AUTHORIZED SIGNATURE
<i>Bruce Jance</i>
PRINTED NAME
<i>6-20-95</i>
DATE
<i>BL-126683</i>
ALASKA BUSINESS LICENSE NUMBER

STANDARD TERMS AND CONDITIONS

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**8. CONSOLIDATION OF AWARDS.** Due to high administrative costs associated with processing of purchase orders, a single low bid of \$50 or less may, at discretion of the State, be awarded to the next low bidder receiving other awards for consolidation purposes. This provision is not subject to the protest terms enumerated in "INSTRUCTION TO BIDDERS", "FILING A PROTEST" above.

**9. CONTRACT FUNDING.** Bidders are advised that funds are available for the initial purchase and/or the first term of the contract. Payment and performance obligations for succeeding purchases and/or additional terms of the contract are subject to the availability and appropriation of funds.

**10. CONFLICT OF INTEREST.** An officer or employee of the State of Alaska may not seek to acquire, be a party to, or possess a financial interest in, this contract if (1) the officer or employee is an employee of the administrative unit that supervises the award of this contract or (2) the officer or employee has the to take or withhold official action so as to affect the award or execution of the contract.

**11. ASSIGNMENT(S):** Assignment of rights and duties under a contract resulting from this ITB is not permitted unless authorized in writing by the State of Alaska Department of Administration, Division of General Services.

**12. SUBCONTRACTOR(S):** Within five (5) working days of notice, the apparent low bidder must submit a list of the subcontractors that will be used in the performance of the contract. The list must include the name of each subcontractor and the location of the place of business for each subcontractor and evidence of each subcontractor's valid Alaska business license. Subcontractors can only be changed per AS 36.30.115 (b).

**13. FORCE MAJEURE:** (Impossibility to perform) The contractor is not liable for the consequences of any failure to perform, or default in performing, any of obligations under this Agreement, if that failure or default is caused by any unforeseeable Force Majeure, beyond the control of, and without the fault or negligence of the contractor. For the purposes of this Agreement, Force Majeure will mean war (whether declared or not); revolution; invasion; insurrection; riot; civil commotion; sabotage; military or usurped power; lightning; explosion; fire; storm; drought; flood; earthquake; epidemic; quarantine; strikes; acts or restraints of governmental authorities affecting the project or directly or indirectly prohibiting or restricting the furnishing or use of materials or labor required; inability to secure materials, machinery, equipment or labor because of priority, allocation or other regulations of any governmental authorities.

**14. LATE BIDS.** Late bids are bids received after the time and date set for receipt of the bids. Late bids will not be accepted.

**15. CONTRACT EXTENSION:** Unless otherwise provided in this ITB, the State and the successful bidder/contractor agree: (1) that any holding over of the contract, excluding any exercised renewal options, will be considered as a month-to-month extension, and all other terms and conditions shall remain in full force and effect; (2) to provide written notice to the other party of the intent to cancel such month-to-month extension at least thirty (30) days before the desired date of cancellation.

**16. DEFAULT:** In case of default by the contractor, for any reason whatsoever, the State of Alaska may procure the goods or services from another source and hold the contractor responsible for any resulting excess cost and may seek other remedies under law or equity.

**17. DISPUTES:** Any dispute arising out of this agreement shall be resolved under the laws of Alaska. Any appeal of an administrative order or any original action enforcing any provision of this agreement or to obtain any relief from or remedy in connection with this agreement may be brought only in the superior court for the Judicial District of Alaska.

**18. CONSUMER ELECTRICAL PRODUCT:** AS 45.45.910 requires that "a person may not sell, offer to sell, or otherwise transfer in the course of the person's business a consumer electrical product that is manufactured after August 14, 1990, unless the product is clearly marked as being listed by an approved third party certification program." Electrical consumer products manufactured before August 14, 1990, must either be clearly marked as being third party certified or be marked with a warning label that complies with AS 45.45.910(e). Even exempted electrical products must be marked with the warning label. By signature on this bid the bidder certifies that the product offered is in compliance with the law. A list of approved third party certifiers, warning labels and additional information is available from Department of Labor, Labor Standards & Safety Division, Mechanical Inspection Section, P.O. Box 107020, Anchorage, Alaska 99510-7020, (907) 261-1111.

SPECIAL CONDITIONS:

**1. ORDER DOCUMENTS.** Except as specifically allowed under this ITB, an ordering agency will not sign any vendor contract. The State is not bound by a vendor contract signed by a person who is not specifically authorized to sign for the State under this ITB. The State of Alaska Purchase Order, Contract Award and Delivery Order are the only order documents that may be used to place orders against the contract(s) resulting from this ITB.

**2. BILLING INSTRUCTIONS:** Invoices must be billed to the ordering agency's address shown on the individual Purchase Order, Contract Award or Delivery Order or not to the Division of General Services. The ordering agency will make payment after it receives the merchandise or service and the invoice. Questions concerning payment must be addressed to the ordering agency.

**3. CONTINUING OBLIGATION OF CONTRACTOR:** Notwithstanding the expiration date of a contract resulting from this ITB, the contractor is obligated to fulfill its responsibilities until warranty, guarantee, maintenance and parts availability requirements have completely expired.

REFERENCES:

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**2. USE OF LOCAL FOREST PRODUCTS:** In a project financed by state money in which the use of timber, lumber and manufactured lumber is required, a timber, lumber and manufactured lumber products originating in this state shall be used unless the use of those products has been determined to be impractical, in accordance with AS 36.15.010.

**3. LOCAL AGRICULTURAL AND FISHERIES PRODUCTS PREFERENCE:** When agricultural, dairy, timber, lumber, or fisheries products are purchased using state money, only those products harvested in Alaska, or in the case of fisheries products harvested or processed within the jurisdiction of Alaska, will be purchased, provided they are available, of comparable quality, and priced no more than seven percent (7%) higher than products harvested outside the state, or the case of fisheries products harvested or processed outside the jurisdiction of the state, in accordance with AS 36.15.050.

**4. ALASKA PRODUCT PREFERENCE:** A bidder that designates the use of an Alaska Product which meets the requirements of the ITB specification and is designated as a Class I, Class II or Class III Alaska Product by the Department of Commerce & Economic Development shall receive a preference in the bid evaluation in accordance with AS 36.30.312 and 3 AAC 92.010.

**5. EMPLOYMENT PROGRAM PREFERENCE:** If a bidder qualifies for the Alaskan bidder's preference, under AS 36.30.170(b), and is offering goods or services through an employment program, as defined under 36.30.990(10), and is the lowest responsive and responsible bidder with a bid that is no more than ten percent (10%) higher than the lowest bid, the procurement officer will make the award to that bidder, in accordance with AS 36.30.170(c) and 2 AAC 12.050.

**6. ALASKANS WITH DISABILITIES PREFERENCE:** If a bidder qualifies for the Alaskan bidder's preference, under AS 36.30.170(b), and is a sole proprietorship owned by a person with a disability, as defined in AS 36.30.170(j), and is the lowest responsive and responsible bidder with a bid that is no more than ten percent (10%) higher than the lowest bid, the procurement officer will make the award to that bidder, in accordance with AS 36.30.170(e).

**7. EMPLOYERS OF PEOPLE WITH DISABILITIES PREFERENCE:** If a bidder qualifies for the Alaskan bidder's preference, under AS 36.30.170(b), at the time the bid is submitted, employs a staff that is made up of fifty percent (50%) or more people with disabilities, as defined in AS 36.30.170(j), and submits responsive and responsible bid that is no more than ten percent (10%) higher than the lowest responsive and responsible bid, the procurement officer will make the award to that bidder, in accordance with AS 36.30.170(f).

**8. PREFERENCE QUALIFICATION LETTER:** Regarding preferences 5, 6, and 7 above, the Division of Vocational Rehabilitation in the Department of Education maintains lists of Alaskans: [1] employment programs that qualify for preference, [2] individuals who qualify for preference as Alaskans with disabilities, and, [3] employers who qualify for preference as employers of people with disabilities.

As evidence of an individual's or a business' right to a certain preference, the Division of Vocational Rehabilitation will issue a certification letter. To take advantage of the preferences 5, 6, or 7 above, an individual or business must be on the appropriate Division of Vocational Rehabilitation list, at the time the bid is opened, must provide the procurement officer a copy of their certification letter. Bidders must attach a copy of their certification letter to their bid. The bidder's failure to provide the certification letter mentioned above, with their bid, will cause the State to disallow the preference.

STATE OF ALASKA ITB # 2057  
KING CRAB VESSEL CHARTER IN BRISTOL BAY, AREA "T"

**PURPOSE:** Contract of a vessel, with Captain and three (3) crew, for the use of Department of Fish and Game (F&G) as living quarters and an operations base for monitoring and research activities relating to king crab research studies within the Bristol Bay Registration Area "T" of the Bering Sea. F&G will place four (4) of their personnel aboard the vessel. Biologists will study the crabs which are captured and monitor all catches. Approximately thirty-one (31) days of charter time will be devoted to at-sea research, cost recovery fishing (harvesting commercial crab concentrations).

**DEFAULT:** A contractor's failure to comply with any of the terms and conditions of this contract may result in a default action by the State.

**COMPLIANCE:** The bidder must comply with all applicable national, federal, State, local and borough regulations, codes, and laws; be liable for all required insurance, licenses, permits and bonds; pay all applicable federal, State, local and borough taxes.

**NOTICE OF INTENT:** After the responses to this Invitation to Bid (ITB) have been opened and evaluated a tabulation of the bids will be prepared. This tabulation, called a Notice of Intent, serves two purposes. It lists the name of each company or person that offered a bid and the price they bid. It also serves as notice of the State's intent to award a contract(s) to the bidder(s) indicated. A copy of the Notice of Intent will be mailed to each company or person who responded to the ITB. Bidders, identified as the apparent low responsive bidders, are instructed not to proceed until a Purchase Order, Contract Award, Lease, or, some other form of written notice is given by the Contracting Officer. A company or person who proceeds prior to receiving a Purchase Order, Contract Award, Lease, or, some other form of written notice from the Contracting Officer does so without a contract and at their own risk.

**PAYMENT FOR STATE PURCHASES:** Payment for agreements under \$500,000, for the undisputed purchase of goods or services provided to a State agency, will be made within 30 days of the receipt of a proper billing or the delivery of the goods or services to the location(s) specified in the agreement, whichever is later. A late payment is subject to 1.5% interest per month on the unpaid balance. Interest will not be paid if there is a dispute or if there is an agreement which establishes a lower interest rate or precludes the charging of interest.

**FEDERAL EXCISE TAX:** The State of Alaska is exempt from Federal Excise Tax except the following:

- Coal - Internal Revenue Code of 1986 (IRC), Section 4121 - on the purchase of coal;
- "Gas Guzzler" - IRC, Section 4064 - on the purchase of low m.p.g. automobiles, except that police and other emergency type vehicles are not subject to the tax;
- Air Cargo - IRC, Section 4271 - on the purchase of property transportation services by air;
- Air Passenger - IRC, Section 4261 - on the purchase of passenger transportation services by air charter.

**CONTRACT ENFORCEMENT:** Enforcement of this contract is the responsibility of the Division of General Services (DGS) Contracting Officer. When a State agency has a complaint concerning a contractor's performance the agency must contact DGS in writing. Facsimile notification at (907) 465-2189 is also acceptable. DGS will contact the contractor and resolve the matter.

STATE OF ALASKA ITB # 2057  
KING CRAB VESSEL CHARTER IN BRISTOL BAY, AREA "T"

**FIRM AND UNQUALIFIED (UNCONDITIONAL) OFFER:** Bidder's must provide enough information, with their bid, to constitute a definite, firm, and unqualified or unconditional offer. In order to be responsive a bid must constitute a definite, firm, and unqualified or unconditional offer to meet all of the meaningful or material terms of the ITB. Some meaningful or material terms are those items which could affect price, quantity, quality, or delivery. Also included as meaningful or material terms are those which are clearly identified in the ITB, and which, for reasons of policy, must be complied with at risk of bid rejection for nonresponsiveness.

**BIDDER'S NOTE:** This contract involves financial risks. Please read this ITB very carefully and make certain you understand the risks and responsibilities. If you have any questions contact the Contracting Officer at: Voice (907) 465-5677, TDD (907) 465-2205 or FAX (907) 465-2189.

**HOLD HARMLESS:** The contractor will indemnify, save harmless and defend the State, its officers, agents and employees from all liability, including costs and expenses, for all actions or claims resulting from injuries or damages sustained by any person or property arising directly or indirectly as a result of any error, omission or negligent act of the contractor, subcontractor or anyone directly or indirectly employed by them in the performance of this contract.

All actions or claims including costs and expenses resulting from injuries or damages sustained by any person or property arising directly or indirectly from the contractor's performance of this contract which are caused by the joint negligence of the State and the contractor will be apportioned on a comparative fault basis. Any such joint negligence on the part of the State must be a direct result of active involvement by the State.

**INSURANCE:** The contractor will maintain insurance satisfactory to the Division of Risk Management, Department of Administration. Certificates of Insurance will be furnished to the Contracting Officer which will provide for a 30 day prior notice of cancellation, nonrenewal or material change in such insurance.

Proof of insurance is required for the following:

A. Protection and Indemnity, including crew exposure, in the amount of \$1,000,000.00.

Failure to supply satisfactory proof of insurance within the time required will cause the State to declare the bidder nonresponsible and to reject the bid.

**LENGTH OF CONTRACT:** Approximately thirty-one (31) continuous days, as biological and weather conditions permit, between approximately August 1, 1995 and August 31, 1995. The length of the charter and starting date may vary by mutual agreement between the vessel owner and the State of Alaska but payment will not exceed the thirty-one (31) day period. Charter service to begin and end in Dutch Harbor, Alaska.

**CANCELLATION:** The State reserves the right to cancel the contract at the State's sole discretion.

The State will have the sole discretion to cancel any contract that results from this ITB after the charter has commenced, if it is determined by the State that there is an insufficient quantity of crabs to cover the State's expense and the cost of the charter.

**ESTIMATED USE:** The charter dates and length of charters referenced in this ITB are the State's estimated requirements. The State does not guarantee a minimum or maximum number of charter days. However, for the purpose of bid evaluation the State will assume the use of thirty-one (31) contract days.

**TEST FISH PROGRAM:** The Test Fish Program was established by the legislature [AS 16.05.050 (15)] to allow the Department of Fish and Game to conduct research programs funded by the sale of fish caught during research. The Department of Fish and Game's expense for this research is \$335,000. The charter will be financed as follows:

DAY 1 TO DAY 15: Cost recovery fishing and delivery in Dutch Harbor, Alaska. Revenues for the project will be generated by retaining 100% of the male red king crabs greater than six inches in carapace width.

DAY 16 TO DAY 31: At sea research. The Captain and appropriate crew must be onboard for this purpose.

**RISK TO VESSEL OWNER:** Because the funding for this charter is totally dependent on the crab catch, the charter involves a monetary risk. You may receive less than the amount you bid and there is also a risk of not receiving anything. When you sign your name to this ITB, you are agreeing to take that risk.

**PAYMENT FOR THE CHARTER:** The vessel owner/Captain will be paid the amount bid up to the maximum thirty-one (31) days, or the amount of revenue generated by the crab sold, less \$335,000 for the Department of Fish and Game's fixed expenses, whichever is the least.

- (1) If attained, the State will retain the first \$200,000 from the receipts of harvested crabs, which will be sold under the Department of Fish and Game's Test Fish Program.
- (2) If attained, the vessel owner will receive up to \$50,000 in the form of a check from the State from the next \$50,000 in receipts of harvested crabs.
- (3) If attained, the State will receive the next \$135,000 in receipts of harvested crabs.
- (4) If attained, the vessel owner will receive either the remaining amount of receipts from the crab harvest up to the bid price of the charter or the balance of the crab harvest, whichever is the least.

The vessel will fish in the manner directed by the State officials until sufficient crabs are obtained to cover costs to the State of Alaska (\$335,000) plus the cost of the vessel charter, or until thirty-one (31) days have elapsed.

**KING CRAB VESSEL CHARTER IN BRISTOL BAY, AREA "T"**

**LOCATION OF VESSEL OPERATION:** The vessel is required to operate in Bristol Bay Registration Area "T", in the Bering Sea. The charter will begin and end in Dutch Harbor, Alaska.

**CAPTAIN AND CREW ABOARD THE VESSEL:** This contract requires a vessel Captain and three (3) crew members. The experience and licensing requirements are set out below.

**STATE PERSONNEL ABOARD THE VESSEL:** During this contract the State will place four (4) biological crew members aboard the vessel.

**VESSEL INSPECTION:** The vessel will be subject to inspection by the Department of Fish and Game. The bidder(s) must, upon 10 days notice, make the vessel available for inspection at Dutch Harbor, Alaska.

By the date set for the vessel inspection, all of the equipment called for in this ITB must be installed and functional. The successful bidder must pay the cost of all the equipment and of any vessel alterations needed to meet the requirements of this ITB.

If, at the time of inspection, a vessel fails to meet the ITB requirements, the State may consider the offer non-responsive and reject the bid or terminate the contract.

A USCG Certificate of Inspection may be required, depending on the type/size vessel offered.

**SEAWORTHINESS:** Inspection of the vessel is not intended to convey acceptance by the State nor should it be considered conclusive evidence that the State believes the vessel is seaworthy. If during the department's inspection or at any time during the subsequent term of the contract, conditions are noted that might affect the safety or seaworthiness of the vessel, the State will arrange for further inspection by a person with the appropriate credentials to determine if the condition of the vessel is acceptable.

**VESSEL REQUIREMENTS:**

- A. Length of not less than ninety (90) feet. Length will be determined by measuring the centerline.
- B. Sleeping space for four (4) State personnel, in addition to the Captain and crew. Each sleeping space used by State personnel must be at least 26 inches in width at the shoulders and 77 inches long.
- C. Minimum nine cubic feet of dry storage drawer space for State equipment.
- D. Minimum six square feet of flat, clear, interior work space for daily data entry work by State personnel. Galley table is acceptable. One 110 volt AC outlet must be available near this area.
- E. Minimum four square feet of flat, clear, interior work space, either shelf or table, in a relatively undisturbed location, for semi-permanent installation of an electronic data entry device during the charter period. One 110 volt AC outlet must be available near this area.



STATE OF ALASKA ITB # 2057  
KING CRAB VESSEL CHARTER IN BRISTOL BAY, AREA "T"

- F. Minimum 500 square feet of flat, clear, exterior deck work space for State personnel. Vessels with shelter decks are highly preferred. This work area must be well lit (direct lights within a radius of six feet of State personnel) to permit work at night, including data recording and tagging. If fixed lighting is unavailable, responsive vessels must have mobile lighting, power cords, and all associated accessories to make a temporary installation of required lighting.
- G. Stove, oven, sink, galley table, and all materials and equipment necessary for daily meal preparation, cooking, and clean-up.
- H. Refrigerated storage space sufficient to maintain fresh food for all personnel for the duration of longest continuous period of operation.
- I. Freezer storage space sufficient to maintain frozen food for all personnel for the duration of longest continuous period of operation and sufficient to maintain frozen bait herring for the duration of longest continuous period of operation.
- J. Water storage or seawater conversion capable of providing sufficient fresh water to permit thirty-one (31) continuous days of operation. Water supply must be sufficient to permit daily washing of dishes, clothing, and showers for all personnel.
- K. Radar, with a minimum range of 40 miles, in good operating condition.
- L. Automatic pilot in good operating condition. Automatic readout Loran C. Back-up system is desirable. Fathometer with 150 fathom range. Back-up system is desirable. Minimum of two anchors with ground tackle; all of the size and type required for the size and type of vessel chartered.
- M. Radio transmitter and receiver in good operating condition equipped with standard marine frequencies for the area in which operations will be conducted including VHF channels 7 and 16 and in good working condition. Radio-transceiver: Single side-band frequencies 2309 (for receiving) and 2131 (for transmitting) to allow direct communication with RCA Alaska Communications, Inc. Back-up system is desirable.
- N. USCG approved first-aid kit.
- O. USCG approved fire-fighting equipment of the size and type required for the size and type vessel chartered.
- P. USCG approved life rafts. The rated capacity of the rafts must be adequate to accommodate all of the people aboard the vessel, this includes the Captain, the vessel crew and all of the biological crew.
- Q. Survival suits are required for all of the people aboard the vessel. This includes the Captain, the vessel crew, and all of the biological crew. Sizes large and extra-large.

- R. The vessel's main engine(s) must be diesel powered. Bids offering gasoline powered vessels will be rejected as nonresponsive.
- S. Power block to pull crab gear, minimum capacity 650 pounds.
- T. Bait chopper and sampling table (minimum 4 feet by 8 feet) for biologists.
- U. Skiff and outboard engine, minimum length of 10 feet and minimum 10 horsepower.
- V. Vessel must be equipped with 150 rectangular King Crab pots, with lines, buoys, and bait jars. All pots must be identical in size and dimension, including mesh sizes on all panels and tunnel eye openings. All pots must have opilio curtains and preferably be equipped with rigid, removable adjustable tunnel eye restrictors such that the tunnel eye height can be adjusted to a minimum of 3" on board the vessel during fishing operations.

**VESSEL CREW REQUIREMENTS:**

- (a) Crew to consist of a Captain with at least five (5) years of crab pot fishing experience in the Bering Sea and three (3) experienced fishermen. One of the fishermen must be an engineer with five (5) years experience aboard fishing vessels and fully knowledgeable of the vessel and equipment. Vessel crew will be expected to perform cooking and cleaning duties in addition to operating the vessel and assisting biologists by handling catches as prescribed by the biological crew leader.
- (b) The vessel crew will be expected to fish the gear. The biological crew will handle sampling of catches once they are aboard the vessel.
- (c) The State will have the right to require replacement of any vessel crew member. If the vessel operates shorthanded due to replacement or illness of a vessel crew member for a period in excess of twenty-four (24) hours, the State will deduct from the charter rate for that period of time an amount equal to the missing crewman's wages and related direct cost of employment (i.e., social security tax, unemployment insurance, etc.). The total cost of replacing a vessel crew member aboard the vessel will be at the owner's expense. The owner will be responsible for payment of wages, direct cost of employment and responsible for all vessel crew members. The State will be responsible for payments of daily charter rates only, and will not reimburse the owner for vessel crew wages.
- (d) Captain will be required to complete proper fishing forms for each day of fishing, including recording weather conditions and fishing location data. Captain and vessel crew will be required to locate scheduled fishing areas.
- (e) There shall be no alcohol or controlled substances aboard the charter vessel during the charter.

**UNUSUAL HOURS:** It may be necessary to run the vessel 24 hours continuously to travel from one location to another. Further, it may be necessary to set or lift gear at night (midnight) or early in the morning (midnight to 6 a.m.).

**DELAYS OR INTERRUPTIONS OF OPERATIONS:** For each hour of contract time lost, for any reason other than weather or an act directly attributable to State personnel aboard the vessel, the State will, on each occasion, be entitled to deduct from the total contract payment, an amount equal to the hourly contract rate for each of the hours the vessel or essential equipment on the vessel is out of service.

**TERMINATION OF THE CONTRACT:** The State may, without fault or liability, terminate the contract for any of the following reasons:

- 1) The condition of the vessel or essential equipment on the vessel remains such that it cannot be used for work by the biological crew for a period of more than seventy-two (72) hours.
- 2) Lack of funds for the contract project.
- 3) Insubordination and/or lack of cooperation by the Captain or vessel crew.
- 4) Failure of the Captain, vessel, or vessel crew to report at the time and location specified in this ITB to begin the contract.

In the event of early termination of the contract, State-owned gear may be placed in storage or returned to a location that is mutually agreed upon by the State and the vessel owner. Charges for gear storage will be paid by the State. The State will not assume any liability for transporting the Captain and vessel crew to their home port. Contract payments will cease on the hour and date the vessel is unable to continue normal operations.

**PERFORMANCE REQUIREMENTS OF THE VESSEL CAPTAIN & COMMAND OF THE VESSEL:**

- A. Either underway or at anchor the vessel Captain's orders will be final in matters regarding the general operation of the vessel, the operation of the vessel's equipment and fishing gear, the general activities and safety of the vessel crew and biological crew, and the navigation of the vessel.
- B. The vessel Captain will comply with all orders given by the biological crew leader regarding the State's research activities, provided that those orders do not endanger the vessel or the people aboard the vessel.
- C. The vessel Captain will obey all USCG, State and other applicable regulations, rules, and statutes pertaining to the safe and legal operation of the vessel.

**PERFORMANCE REQUIREMENTS OF THE VESSEL CREW MEMBERS:** In the role of operations base and living quarters for State personnel, the vessel, its Captain and crew will be required to provide these services and accommodations:

- A. General navigation and operation of the vessel either underway or at anchor.
- B. Space for compiling and analyzing the data collected.
- C. Communications base for dispersing information.
- D. Basic living accommodations for four (4) State biologists and technicians.
- E. Meal preparation, cooking and clean-up.
- F. General cleaning of the interior and exterior of the vessel.
- G. General assistance to the State personnel in the performance of their work. Crew will be expected to handle catches as prescribed by the crew leader and will be expected to fish the gear. The biological crew will handle sampling of catches once they are aboard the vessel.
- H. The Captain must provide a safety orientation briefing to all vessel and biological crew members prior to embarkation from Dutch Harbor. Both the crew and personnel must have general instructions on the following:
  - 1. The location and operation of lifesaving and emergency equipment (life rings, life rafts, immersion/survival suits, activating general alarm).
  - 2. Operation of assigned equipment.
  - 3. How to make a distress call.
  - 4. What to do in the event of a person overboard.
  - 5. What to do in the event of a fire.
  - 6. What to do in the event of flooding.
  - 7. What to do in the event of abandon ship order.

**CONSUMABLES TO BE PROVIDED BY THE CONTRACTOR AND INCLUDED IN THE PER DAY CONTRACT PRICE:**

- The contractor will provide all fuel, lubricants, oils, greases and filters required during the contract. At the beginning of the contract all fuel and lubricant tanks must be full and all filters must be fresh. In addition, the vessel must have aboard extra lubricants, oils, greases and filters in amounts sufficient for the entire contract period.

STATE OF ALASKA ITS # 2057  
KING CRAB VESSEL CHARTER IN BRISTOL BAY AREA "T"

- The contractor will provide all food for the entire charter period.
- The contractor will provide three ample, balanced, and nutritious meals each day for all biological crew, the vessel Captain and the vessel crew.

MISCELLANEOUS PROVISIONS: The State may, at it's own expense and only for the term of the contract, install and retain in the vessel equipment necessary to accomplish their work. The State will remove this equipment at the termination of the contract period without damage to the vessel.

VESSEL INFORMATION FORM: Bidders must complete the vessel information form below. A bidder's failure to complete the vessel information form may cause the State to reject the bid as nonresponsive.

OWNER'S NAME: BRUCE JOYCE

ADDRESS: 1314 N.W. 175th  
SEATTLE, WA. 98177

PHONE: (206) 542-1302

VESSEL NAME AND NUMBER: KRISTEN GAIL

VESSEL TYPE: STEEL HULL CRABBER

CURRENT LOCATION OF VESSEL: DUTCH HARBOR

CALL NUMBERS AND FREQUENCY: WQE-7362 YEAR BUILT: 1980

REGISTRY NUMBER: 618-791 CRUISING SPEED KNOTS: 9

OVERALL LENGTH: 118 VESSEL WEIGHT: 189 Tons TUG  
(Straight line measurement from end to end over the deck, excluding stern, measured parallel to the centerline.)

DIESEL POWERED MAIN ENGINE: ☒ YES ☐ NO

HAS THE VESSEL BEEN INSPECTED BY THE USCG WITHIN THE LAST 12 MONTHS?

☒ YES ☐ NO

If yes, please attach a copy of the USCG "Commercial Fishing Vessel Safety Examination" letter with your bid.

STATE OF ALASKA ITB # 1057  
KING CRAB VESSEL CHARTER IN BRISTOL BAY, AREA "T"

**SURVIVAL EQUIPMENT:** The State requires that the life rafts carried aboard the vessel be USCG approved. The rated capacity of the life rafts must be adequate to accommodate all of the people aboard the vessel. In addition to the life rafts, survival suits are required for all of the people aboard the vessel, this includes the State biological crew, the vessel Captain, and the vessel crew members.

Bidders must provide life rafts to accommodate all of the people aboard the vessel. Indicate the brand, capacity, and USCG approval number for the life raft you will carry aboard the vessel.

RAFT BRAND	CAPACITY	USCG APPROVAL NUMBER
EXAMPLE: Beaufort	8	160.951/126/0
A. SWITLIK	10	SPC-MM-13
B. BEAUFORT	8	SEA C-196
C.		

Bidders must provide at least enough survival suits for all those on board. Indicate the brand and model of survival suits you will carry aboard the vessel.

SURVIVAL SUIT BRAND / MODEL	NUMBER OF SUITS
A. SURVIVAL INTERACT.	4
B. IMPERIAL	5
C.	

Failure to specify survival suits and USCG approved life rafts to accommodate all those on board will cause the State to declare the bidder nonresponsive and to reject the bid.

Is all of the equipment called for in this ITB installed and functional on the date of bid opening?

☒ YES

☐ NO

If "NO", indicate exceptions which will be corrected prior to the date set for the inspection by the State:

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**BIDDER'S NOTE:** All of the equipment called for in this ITB must be installed and functional at the time of the vessel inspection.

STATE OF ALASKA ITS # 2057  
KING CRAB VESSEL CHARTER IN BRISTOL BAY, AREA "T"

**USCG LICENSE:** In the space provided, bidder's must enter the name of the person who will serve as Captain of the vessel. The Captain must be properly licensed by the USCG for the size/type vessel being offered. A photo copy of that person's USCG license should be submitted with the bid and must be submitted within 10 days of the State's request. A bidder's failure to provide a copy of the license, as stated above, may cause the State to consider the offer nonresponsive and reject the bid.

If during the term of the contract, a different person is retained as Captain, a photo copy of that person's license must be submitted to the Contracting Officer prior to the time the person begins working as vessel Captain. The Contracting Officer must accept and authorize the change of Captains. The contractor's failure to follow this procedure may cause the State to terminate the contract.

On the line below, print the name of the person who will serve as Captain.

W. BRIAN WALKER  
VESSEL CAPTAIN

Identify the rating held by the person named above.

<input type="checkbox"/> Operator of Uninspected Six Passenger Vessels		
<input type="checkbox"/> Master, 25 Ton Vessels	<input type="checkbox"/> Inland	<input type="checkbox"/> Near Coastal
<input type="checkbox"/> Master, 50 Ton Vessels	<input type="checkbox"/> Inland	<input type="checkbox"/> Near Coastal
<input type="checkbox"/> Master, 100 Ton Vessels	<input type="checkbox"/> Inland	<input type="checkbox"/> Near Coastal
<input type="checkbox"/> Master, 150 Ton Vessels	<input type="checkbox"/> Inland	<input type="checkbox"/> Near Coastal
<input type="checkbox"/> Master, 200 Ton Vessels	<input type="checkbox"/> Inland	<input type="checkbox"/> Near Coastal
<input type="checkbox"/> Master, 500 Ton Vessels	<input type="checkbox"/> Inland	<input type="checkbox"/> Near Coastal
<input checked="" type="checkbox"/> Master, 1600 Ton Vessels	<input type="checkbox"/> Inland	<input checked="" type="checkbox"/> Near Coastal

**CREW REQUIREMENTS:** At a minimum, the vessel crew will consist of a Captain and three (3) crew members. The contractor will be responsible for payment of wages, direct cost of employment and fringe benefits, if any, to the vessel crew members. The State will be responsible for payment of the daily charter rate only and will not reimburse the contractor for crew wages in addition to the charter rate.

**CAPTAIN AND CREW EXPERIENCE INFORMATION:** Bidders must complete the Captain and crew information form below. Bidders failure to complete the Captain and crew information may cause the State to reject the bid as nonresponsive.

**CAPTAIN EXPERIENCE REQUIREMENTS:** The vessel Captain must have a minimum of five (5) years experience in crab-pot fishing operating in Alaskan waters. Captain must have a minimum of one (1) year experience, as a Captain, in the type and size vessel specified for this contract.

- Captain's experience operating in Alaskan waters. 15 years.
- Captain's experience, as a Captain, in various size, type/class vessels.

a) Size type/class of vessel: 118 FT CRABBERNumber of years experience in this size type/class of vessel: 8 years.b) Size type/class of vessel: 100 FT CRABBERNumber of years experience in this size type/class of vessel: 2 years.c) Size type/class of vessel: 60 FT LONGLINERNumber of years experience in this size type/class of vessel: 1 years.d) Size type/class of vessel: 50 FT CRABBERNumber of years experience in this size type/class of vessel: 3 years.**CREW EXPERIENCE REQUIREMENTS:****1. ENGINEER**

One of the crew must be an engineer. The engineer must have a minimum of five (5) years experience as an engineer in the type and size vessel specified for this contract.

• Engineer's experience, as an engineer, in various size, type/class vessels:

a) Size type/class of vessel: 110 FT CRABBER 2/4rNumber of years experience in this size type/class of vessel: 2 years.b) Size type/class of vessel: 100 FT CRABBERNumber of years experience in this size type/class of vessel: 3 years.c) Size type/class of vessel: 110 FT TANDER / CRABBERNumber of years experience in this size type/class of vessel: 2 years.

d) Size type/class of vessel: \_\_\_\_\_

Number of years experience in this size type/class of vessel: \_\_\_\_\_ years.

**2. REMAINING CREW MEMBERS**

The remaining crew members must have a minimum of one (1) year experience fishing at sea.

a) First crew member's experience fishing at sea: 4 years



STATE OF ALASKA MODIFIED LHS #2037 (RAF #77-JF-002-95)  
KING COAS VESSEL COASTER IN BRISTOL BAY AREA "T"

**METHOD OF AWARD:**

Award will be made to the lowest, most responsive bidder. Responsiveness will be determined based on the ability of bidder to meet all requirements. Preference may be given to vessels that are a minimum of 100 feet in overall length, with a minimum cruising speed of 9 knots in reasonable seas.

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**BID SCHEDULE**

VESSEL NAME KRISTEN GAIL

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CONTRACT RATE PER DAY \$ 3990 x 31 DAYS = \$ 123,690 TOTAL BID PRICE

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FOR STATE USE ONLY: This covers FR # 11-002-96

To: Leslie Watson  
From: Bruce Joyce F/V Kristen Gail  
Reference: Confirmation of Selection to Kristen Gail  
for Bristol Bay charter Aug 1-31-1995

Dear Leslie,

In response to your fax dated June 29, 1995  
we accept the charter and will comply  
to all (8) eight requirements that are  
specified in the Fax.

We will keep in touch regarding the  
inspection dates and Brian will be contacting  
you after the 4<sup>th</sup> weekend.

Sincerely

Bruce Joyce

TO: Leslie Watson

REFERENCE : State Charter Bristol Bay 1995  
Item #5

Vessel would be equipped with 150, 7x7x34" Standard King Crab Pots. All pots would have live baits and bait jars. All pots will be identical in size and including mesh sizes on all panels and tunnel-eye openings.

All pots have opile curtains and are equipped with rigid, removable adjustable tunnel eye restrictors and can be adjusted to a minimum of 3" in board the vessel during fishing operations.

Sincerely

Bruce Eyrer  
Flu Kristen Gail

Appendix C. List of reports and presentations generated from the Bristol Bay red king crab Test Fishery program.

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- Byersdorfer, S., and L.J. Watson. 1992. A summary of biological data collected during the 1991 Bristol Bay red king crab tagging study. Alaska Department of Fish and Game, Division of Commercial Fisheries, Technical Fishery Report 92-14, Juneau.
- Byersdorfer, S., and L.J. Watson. 1993. A summary of biological data collected during the 1992 Bristol Bay red king crab test fishery charter. Alaska Department of Fish and Game, Division of Commercial Fisheries Management and Development, Regional Information Report 4K93-24, Kodiak.
- Byersdorfer, S., L.J. Watson, and D. Tracy. 1994. A summary of biological data collected during the 1993 Bristol Bay red king crab tagging study. Alaska Department of Fish and Game, Division of Commercial Fisheries Management and Development, Regional Information Report 4K94-32, Kodiak.
- Byersdorfer, S., L.J. Watson, and D. Tracy. 1995. A summary of biological data collected during the 1994 Bristol Bay red king crab test fishery charter. Alaska Department of Fish and Game, Division of Commercial Fisheries Management and Development, Regional Information Report 4K95-33, Kodiak.
- Donaldson, W.E., D. Schmidt, L. Watson, and D. Pengilly. 1992. Development of a technique to tag adult red king crab, *Paralithodes camtschaticus* (Tilesius, 1815), with passive integrated transponder tags. J. Shellf. Res. 11(1):91-94.
- Pengilly, D., and L.J. Watson. 1992. Visible (Floy) and non-visible (PIT) tag retention experiments and automated PIT tag detection trials conducted on Bristol Bay red king crab in 1991. Alaska Department of Fish and Game, Division of Commercial Fisheries, Regional Information Report 4K92-28, Kodiak.
- Pengilly, D. and L.J. Watson. 1992. Differential harvest rates on newshell and oldshell red king crabs *Paralithodes camtschaticus* in the Bristol Bay commercial fishery: inferences from tagging studies, preseason surveys, and commercial catch sampling (abstract and presentation). Alaska Chapter of the American Fisheries Society, 19th annual meeting, Valdez, Alaska, November 16-19, 1992.
- Pengilly, D., and L.J. Watson. 1993. Automated detection of PIT-tagged red king crabs in commercial deliveries to crab processing facilities. Alaska Department of Fish and Game, Division of Commercial Fisheries Management and Development, Contribution PP-080, Juneau.
- Pengilly, D., and L.J. Watson. 1994. Automated detection of internally injected tags in red king crabs at crab processing facilities. Fish. Res. 19:293-300.

- Watson, L. J., D. Pengilly, W.E. Donaldson, and D. Schmidt. 1991. A pilot mark recapture study using external tags and implantable Passive Integrated Transponder (PIT) tags on red king crab in Bristol Bay, Alaska. Alaska Department of Fish and Game, Division of Commercial Fisheries, Regional Information Report 4K91-21, Kodiak.
- Watson, L.J. 1992. An introduction to implantable passive integrated transponder (PIT) tag technology as applied to red king crab in Bristol Bay, Alaska (summary and presentation). Pages 156 to 159 in L.E. White, editor. Proceedings of the international crab rehabilitation and enhancement symposium, Kodiak, Alaska, January 21-24, 1992.
- Watson, L.J. 1994. Bering Sea crab test fishery program: framework and Bristol Bay red king crab tagging project update (executive summary and presentation). Alaska Board of Fisheries, Anchorage, Alaska, March 15, 1994.
- Watson, L.J., and D. Pengilly. 1992. Project operational plan for the 1991 Bristol Bay red king crab test fishery project. Alaska Department of Fish and Game, Division of Commercial Fisheries, Regional Information Report 4K92-31, Kodiak.
- Watson, L.J., and D. Pengilly. 1993. Project operational plan for the 1992 Bristol Bay red king crab test fishery project. Alaska Department of Fish and Game, Division of Commercial Fisheries, Regional Information Report 4K93-5, Kodiak.
- Watson, L.J., and D. Pengilly. 1993. Project operational plan for the 1990 Bristol Bay red king crab test fishery project. Alaska Department of Fish and Game, Division of Commercial Fisheries, Regional Information Report 4K93-17, Kodiak.
- Watson, L.J., and D. Pengilly. 1994. Project operational plan for the 1993 Bristol Bay red king crab test fishery project. Alaska Department of Fish and Game, Division of Commercial Fisheries, Regional Information Report 4K94-27, Kodiak.
- Watson, L.J., and D. Pengilly. *In press*. Project operational plan for the 1994 Bristol Bay red king crab test fishery project. Alaska Department of Fish and Game, Division of Commercial Fisheries, Regional Information Report 4K95-XX, Kodiak.
- Watson, L.J., D. Pengilly, and W. Donaldson. 1993. Studies on the application of PIT tags to red king crab fishery research in Alaska (executive summary and presentation). Alaska Board of Fisheries meeting, Anchorage, Alaska, February 1-9, 1993.
- Watson, L.J., D. Pengilly, and W. Donaldson. 1993. Application of PIT tags to red king crab fishery research in Alaska (abstract and presentation). Page 31 in Pacific States Marine Fisheries Commission 1993 PIT tag workshop. Portland, Oregon, January 20-22, 1993.

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